

APPENDIX 2. SPECIAL REQUIREMENTS OF IMPORTING COUNTRIES AND JURISDICTIONS

1. This appendix contains special requirements which have been stipulated by a number of governments as being applicable to aeronautical products imported into their countries and jurisdictions from the United States. Revisions of the appendix will be made from time to time following receipt of official notification and documentation from the governments concerned.
2. The material in appendix 2 is quoted from the requirements submitted by import countries and jurisdictions; therefore, changes were not made to conform to the Government Printing Office Style Manual or FAA directives. Where the FAA added information for clarification, the information is enclosed in double brackets. The term Federal Aviation Regulation (FAR) is now referred to as Title 14 of the Code of Federal Regulations (14 CFR). However, in this appendix the term FAR is still used by some import countries and jurisdictions.
3. The following governments have filed their requirements with the FAA

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REPUBLIC OF ARGENTINA - SPECIAL REQUIREMENTS

(May 1992)

1. GENERAL

1.1 Purpose: This document specifies the Special Requirements that any applicant from the U.S. must comply with, if he intends to export civil aeronautical Class I, II, and III products from the United States of America to the Republic of Argentina; in accordance with the terms and scope of the Bilateral Airworthiness Agreement signed between the United States of America and the Republic of Argentina on June 22, 1989, and with the Schedule of Implementation Procedures of said agreement signed on June 25, 1991, between the Federal Aviation Administration and the "Dirección Nacional de Aeronavegabilidad."

1.2 Definition of terms and abbreviations as applied in this document.

1.2.1 DNA Dirección Nacional de Aeronavegabilidad (National Airworthiness Directorate of Argentina).

1.2.2 DNAR Reglamento de Aeronavegabilidad de la República Argentina (Argentine Airworthiness Regulations).

1.2.3 RNA Registro Nacional de Aeronaves (National Aircraft Registry).

1.2.4 FAA Federal Aviation Administration.

1.2.5 FAR Federal Aviation Regulations.

1.2.6 TSO Technical Standard Order.

1.2.7 Civil Aeronautical Products: (Referred to in this document as "Product") means any civil aircraft, aircraft engine, propeller, or appliance, material, part or component which is to be installed in an aircraft, aircraft engine or propeller registered in the Republic of Argentina, and which complies with the Requirements established in the DNAR.

1.2.8 A Class I Product is an aircraft, aircraft engine, or propeller completely assembled, which:

(i) Has been type certificated in accordance with the applicable DNAR and for which type certificate data sheets have been issued; or

(ii) Is identical to a type certificated product specified in paragraph (b)(1)(i) of this section in all respects except as is otherwise acceptable to the civil aviation authority of the importing state.

1.2.9 A Class II Product is a major component of a Class I Product (e.g., wings, fuselages, empennage, assemblies, landing gears, power transmissions, control surfaces, etc.) the failure of which would jeopardize the safety of a Class I Product, or any part, material, or appliance, approved and manufactured under the Technical Standard Order (TSO) System in the "C" series.

1.2.10 A Class III Product is any part or component which is not a Class I or Class II Product and includes standard parts, i.e., those designated as AN, NAS, SAE, etc.

1.2.11 Imported to the Republic of Argentina: For an aircraft, it means a complete aircraft to be registered in the Argentine RNA; and for all other products, it means that it is intended to be installed in an aircraft registered in the Republic of Argentina.

1.3 The DNA develops and ensures the application of the policies and procedures for the Type Certification, Supplementary Type Certification, Production, Airworthiness Certification and related approvals, including the policies necessary for the implementation of Bilateral Agreements. It is also responsible for the Ownership Certification and Registry of aircraft in the Republic of Argentina.

1.4 The DNAR is based on the adoption and adaptation of the regulations contained in the FAR of the FAA from the USA. The DNAR Part 21 establishes the procedures for the airworthiness certification of civil aeronautical products and parts, including the products imported into the Republic of Argentina.

2. ARGENTINE IMPORT REQUIREMENTS FOR CLASS I PRODUCTS.

2.1 For aircraft, the DNAR Part 21, Section 21.183(c) and Section 21.185(c) (Adopted from FAR Part 21) establishes that an "aircraft imported" to the Republic of Argentina, with a Type Design approved by the DNA in accordance with Section 21.29(a) (Adopted from FAR Part 21, Section 21.29) is eligible for an Argentine Airworthiness Certificate in the corresponding category, if the FAA certifies and the DNA finds that the aircraft is in accordance with the Design configuration approved according to the Argentine Type Certificate issued by the DNA to the holder of the Type Certificate issued by the FAA and that the aircraft is in a condition for safe operation.

2.2 The FAA certification must be documented through the Airworthiness Certificate for Export (FAA Form 8130-4), including a detail statement of the corresponding Argentine Type Certificate Data Sheet, or a Certification stating that the aircraft corresponds to and complies with the Type Design approved by the DNA and that is in a condition for safe operation. The aircraft must be completely assembled, flight tested, and the engines and propellers must be performance tested before the FAA issues the Airworthiness Certificate for Export.

2.3 The aircraft admitted to the Republic of Argentina under a lease agreement, with or without a purchase option, and intended for operation in accordance to the provisions of the DNAR, Parts 121, 127 or 135 must also comply with this requirement, even if they retain the registration and registration markings issued by the FAA Aircraft Registry.

2.4 Applicable Regulations and Requirements.

2.4.1 DNA Regulations: The regulations related to the issuance of Airworthiness Certificates for new or used aircraft registered in the Republic of Argentina are contained in the DNAR Part 21. They apply to the aircraft manufactured in the United States of America and exported to the Republic of Argentina. Additional requirements must also be fulfilled according to the provisions of DNAR Part 34, 36, 39, 45 and 91 (Adapted from FAR), before the aircraft can be operated in Argentina.

2.4.2 Airworthiness Requirements: The airworthiness requirements contained in the DNAR are adopted from FAR Parts 23, 25, 27, 29, 31, 33, and 35.

2.4.3 Noise Requirements: The noise requirements are those established in the DNAR Part 21, Sections 21.93(b), 21.183(e) or 21.185 (Adopted from FAR Part 21); DNAR Part 36, Noise Standards (Adapted from FAR Part 36); and Volume I, Annex 16 - Aircraft Noise - from the ICAO.

2.4.4 Exhaust Emissions and Fuel Venting Requirements, established in DNAR Part 34 (Adapted from FAR Part 34), and Volume II Annex 16 - Aircraft Engine Emissions -, from the ICAO.

2.4.5 The aircraft must have an identification plate in accordance with DNAR Part 21, Section 21.182 (Adopted from FAR, Part 21) which shall meet the requirements of DNAR Part 45, Subpart B (Adopted from FAR Part 45).

2.4.6 When the aircraft is exported from the United States of America to the Republic of Argentina, it must comply with the registration requirements of the "Registro Nacional de Aeronaves" from the Republic of Argentina.

2.4.7 The Aircraft Flight Manuals must be approved by the DNA during the approval procedure of the Type Design, and they may be written in English or in Spanish.

2.4.8 The markings and placards required for passenger instructions, emergencies, cargo and baggage compartment, and any other indications to be used by the ground support personnel, must be bilingual (English-Spanish).

2.4.9 Maintenance Requirements and Logbooks: The aircraft must have the Maintenance Records and Logbooks as specified in the DNAR Part 91, Section 91.417 (Adopted from FAR Part 91) and all required inspections, service life limits, etc., must be recorded.

2.4.10 Airworthiness Directives. Evidence must be submitted showing that all Airworthiness Directives issued under FAR Part 39 have been applied at the moment the product is exported from the United States of America to the Republic of Argentina; if any has not been applied it shall be documented at the time of export.

2.4.11 For each certification procedure of a Type Design and/or major modification of the Type Design, approved by the FAA, the applicant must submit the following documents to the DNA:

- (1) Application for Type Certificate (DNA Form 8110.12).
- (2) Copy of the FAA Type Certificate (FAA Form 8110.9).
- (3) FAA Type Certificate Data Sheet.
- (4) General Description and Specifications of the Product.
- (5) Three-view Drawing.
- (6) Drawings of the Interior Configuration.
- (7) Certification Compliance Checklist.
- (8) List of Engineering Reports of the Type Design approved by FAA.
- (9) Master Drawing List.
- (10) Wiring Diagram.
- (11) Electrical Loads Report.

- (12) Airplane Flight Manual approved by the FAA.
- (13) Maintenance and Repair Manual.
- (14) Operation Manual.
- (15) Weight and Balance Manual.
- (16) Master Minimum Equipment List.
- (17) FAA Demonstration Flight Test Specification.
- (18) Production Flight Test Guide.
- (19) Applicable AD's and SB's List.
- (20) Illustrated Parts Catalog.
- (21) Listing of service life of the critical parts subject to fatigue.
- (22) Pilot Checklist.
- (23) Airport Planning Manual for Aircraft Operation.
- (24) Engine Installation Manual.

(25) Once the Type Design has been approved by the DNA, the manufacturer shall deliver the Airplane Flight Manual approved by the DNA.

2.4.12 For each aircraft with a Type Design approved by the DNA, exported from the United States of America into the Republic of Argentina, the US exporter must submit the following documents to the DNA:

- (1) Airworthiness Certificate for Export (FAA Form 8130-4).
- (2) Copy of Airworthiness Approval for Export from third countries (products imported to the USA, installed in the aircraft to be exported to the Republic of Argentina).
- (3) Minimum Equipment List.
- (4) Pilot Checklist.
- (5) Airport Planning Manual for Aircraft Operation.
- (6) Production Flight Test Reports.
- (7) List of Applied AD's and SB's.
- (8) Amendments applicable to the Airplane Flight Manual approved by the DNA.
- (9) Weight and Balance Sheet.

- (10) List of Modifications introduced to the Type Design approved by the DNA.
- (11) Engine Bench Test Reports.
- (12) Aircraft, Engine and Propeller Logbooks.

2.4.13 The DNA may carry out an engineering review of the Certification program in the facilities of the manufacturer or holder of the Type Certificate. This revision shall include meetings with the manufacturer and the FAA. As a result of said revision, additional technical conditions, necessary for the completion of the certification program, may be prescribed.

2.4.14 In the case of aging aircraft for which it may be difficult or impossible to contact the holder of the corresponding Type Certificate, the DNA shall prescribe, for each particular case, the requirements to be applied.

2.4.15 A statement by the manufacturer stating that the DNA has been included in his mailing list so as to receive regular updatings and all other documents published by the manufacturer in relation to the aircraft.

3. AIRCRAFT ENGINES, PROPELLERS, MATERIALS, PARTS, AND APPLIANCES.

3.1 The DNAR Part 21, Section 21.500 (adopted from FAR Part 21) provides for the acceptance of the airworthiness of the aircraft engines or propellers manufactured outside Argentina, which have previously been issued an Argentine Type Certificate. Said products are considered approved for its installation in an aircraft registered in the Republic of Argentina when the FAA has issued an Airworthiness Certificate for Export (FAA Form 8130-4) which certifies that the engine or propeller:

- (1) Is in accordance with the Type Design approved by the DNA and is in a condition for safe operation.
- (2) The manufacturer has verified the final operational acceptance.

3.2 For the type certification in the Republic of Argentina of aircraft engines and propellers, the applicant must submit the following documents:

- (1) Application for Type Certificate (DNA Form 8110.12).
- (2) Copy of the FAA Type Certificate (FAA Form 8110.9).
- (3) FAA Type Certificate Data Sheet.
- (4) General Description and Specifications of the Product.
- (5) Drawing with Cross-Sections (engines).
- (6) Drawings with General Layout (propellers).
- (7) Master Drawing List.
- (8) Statement of the standards applied in the Type Design Certification.
- (9) Certification Compliance Checklist.

- (10) List of Engineering Reports for the Certification.
- (11) Operation Manual.
- (12) Installation Manual.
- (13) Maintenance Manual.
- (14) Parts Catalog.
- (15) Certification Flight Test Program.
- (16) Applicable AD's and SB's List.
- (17) List of Applied AD's and SB's.
- (18) Listing of service life of the critical parts subject to fatigue.
- (19) Necessary descriptive information and data requested by the DNA for the approval of the Type Design and the Argentine Type Certificate Data Sheet.

4. CLASS II AND III PRODUCTS.

4.1 The DNAR Part 21, Section 21.502 (Adopted from FAR, Part 21) provides for the acceptance of the airworthiness of the materials, parts and appliances (essentially replacement and modification parts) manufactured outside the Republic of Argentina for which some kind of approval has been issued by the DNA. These products are considered approved for its installation in an aircraft registered in the Republic of Argentina, when an Airworthiness Approval for Export (FAA Form 8130-3) issued by the FAA certifies it conforms to the Type Design approved by the DNA, and that is in a condition for safe operation at the time the certificate has been issued.

4.2 The DNAR Part 21, Section 21.617(c) (Adopted from FAR, Part 21) refers to the products with a design approved by means of a Letter of TSO Design Approval in accordance with the TSO specifications. When such products are exported from the United States of America to the Republic of Argentina, they must have a design approved by the FAA, and when exported they must be accompanied by an Airworthiness Approval for Export (FAA Form 8130-3). In order to meet the requirements for the design approval in Argentina, the DNA shall request:

- (1) A statement from the FAA which certifies that the design and performance of the product meets the TSO minimum applicable standards,
- (2) The technical data required by the TSO and approved by the FAA has been forwarded by the applicant for approval, and;
- (3) Evidence by the part manufacturer that the DNA has been included in the mailing list so as to receive updatings of the documents related to the product.

4.3 The data required related to the installation, performance, operation and maintenance of the product to be imported to the Republic of Argentina and manufactured in accordance with a TSO must be written in Spanish or in English.

5. IDENTIFICATION PLACARDS AND MARKINGS.

5.1 The aircraft engines and propellers to be installed in an aircraft registered in the Republic of Argentina must be identified as specified in the provisions of DNAR, Part 45 (Adopted from FAR, Part 45).

5.2 Critical components to be installed as spare, replacement or modification parts in an aircraft registered in the Republic of Argentina or in aircraft engines or propellers must be identified with a part number and a serial number.

5.3 The products with a design approved by the DNA by means of a Letter of TSO Design Approval in accordance with a TSO must be marked in accordance with the requirements established in the DNAR, Part 21, Subpart O, and with any other additional marking requirement specified in the TSO.

5.4 With the exception of the products approved in accordance with a TSO, the FAA must issue the corresponding Airworthiness Approval for Export (FAA Form 8130-3) for all parts and materials to be used as spare, replacement or modification parts in aircraft registered in the Republic of Argentina. This document must contain all information related to the make and aircraft model, with an Argentine Type Certificate, eligible for the installation of the part or material.

6. SUPPLEMENTAL TYPE CERTIFICATE.

6.1 The approval of changes to a Type Design (for example, model changes) requested by the holder of a Type Certificate shall be issued by the DNA as amendments to that TC.

6.2 As established in the certification procedure described in Section 23, Chapter II of the "Schedule of Implementation Procedures for the U.S./Republic of Argentina Airworthiness Bilateral Agreement":

6.2.1 The DNA shall consider the approval of changes to the Type Design of a product manufactured by the applicant in the United States of America provided the product has been previously type certificated in the Standard Airworthiness Category.

6.2.2 The application for a Supplemental Type Certificate related to products certificated in nonstandard airworthiness categories and the design approvals for field modifications authorized under FAA field approval procedures shall be dealt with on a case-by-case basis by the DNA.

6.3 Application for a Supplemental Type Certificate for Import. The applicant shall submit the application for a Supplemental Type Certificate (DNA Form 8110.12) to the DNA through the FAA, providing the following basic information:

- (1) Description of the change, together with the make and model of the product,
- (2) Copy of the exporting authority approval document and certification basis; and
- (3) Information on any equivalent safety findings or exemptions granted by the FAA for the Supplemental Type Certificate.

For those cases, where the technical complexity of the type design change justifies it, the DNA may request additional technical documents on the basis of the documents listed under point 2.4.11, Appendix 2, of this Advisory Circular.

6.4 Applicable Airworthiness Criteria. The requirements for the approval of the Supplemental Type Certificates shall be those applied originally in the approval procedure established by the FAA plus the additional technical conditions, which may be required by the DNA for each case in particular.

6.5 Approval Procedures. The DNA will review the documents submitted by the applicant and may eventually perform additional technical evaluations including, for example, aircraft flight tests, when the complexity of the modification thus requires it.

7. NOTE.

7.1 All statements hereby included constitute a general guideline, and though developed in detail, it does not contain all possible cases.

7.2 The Advisory Circular 21-23 of the DNA, entitled "Airworthiness Certification for civil aircraft, aircraft engines, propellers, or related products imported to the Republic of Argentina," provides information concerning the DNA objectives, its DNAR and general procedures for the acceptance of civil aeronautical products to be imported to the Republic of Argentina for its airworthiness certification or related approval. This AC is available at the request of the interested party.

7.3 Therefore, in order to facilitate all proceedings and to avoid unnecessary delays, it is advisable to establish a close contact with the DNA so as to obtain the adequate advice specific for each case.

8. DNA MAILING ADDRESS.

Junín 1060 - 3° Piso
(1113) Bs.As. - Republic of Argentina
Phone: 54-1-826-8749/8745
Telex: 27928 DNA FAA AR
FAX: 54-1-826-8758
FAX: 54-51-69-4157

COMMONWEALTH OF AUSTRALIA - SPECIAL REQUIREMENTS

(Revised - August 1998)

SECTION 1--INTRODUCTION.

(1) A Bilateral Airworthiness Agreement between Australia and the United States (U.S.) came into effect by the Exchange of Notes in December 1974 and June 1975. This Agreement relates to the reciprocal acceptance of aeronautical products.

(2) Australian legislation covering acceptance and certification of aircraft is found in Part 21 of Civil Aviation Regulations 1998. Copies of Civil Aviation Regulations 1998 may be perused at the various aircraft certification or regional offices of the Federal Aviation Administration [[FAA]], or may be obtained:

- from the internet at site: www.casa.gov.au
- by mail from the AirServices Australia Publication Centre -
 - * P.O. Box 1986, Carlton South, Victoria, 3053, Australia
 - * facsimile 61 3 9347 4407.

(3) Compliance with all applicable FAA Airworthiness Directives (AD's) must be demonstrated prior to issuance of a U.S. Export Certificate of Airworthiness for export to Australia or an Airworthiness Approval Tag. Any such certificate or tag must be accompanied by a document identifying those FAA AD's with which compliance has been demonstrated. A logbook is one document acceptable for this purpose. In the case of an AD which contains a repetitive compliance requirement the document must identify the occasion when compliance is next required.

(4) Aircraft in Australia must comply with the Air Navigation (Aircraft Noise) Regulations. Most Australian aircraft are required to possess a Noise Certificate before they are permitted to operate. Subsonic jet aircraft added to the Australian register after January 1, 1991, will not be permitted to operate unless they meet ICAO Chapter 3 noise standards.

All inquiries regarding aircraft noise requirements should be directed to Air Services Australia at either:

facsimile: 61 2 6268 4210
email: environment@airservices.gov.au

SECTION 2--SPECIAL REQUIREMENTS.

The following identifies those special administrative requirements which must be satisfied at the time of export if a particular aircraft or product is to be eligible for Australian airworthiness acceptance.

A. All Aircraft.

(1) An aircraft that was exported from the U.S. to Australia will normally require either a recent U.S. Export Certificate of Airworthiness for export to Australia, or a U.S. Airworthiness Certificate that was still current or recently expired at the time of application for an Australian certificate of airworthiness.

(2) If a recent U.S. Export Certificate of Airworthiness for export to Australia or a U.S. Airworthiness Certificate is not available, it is possible to obtain an Australian Certificate of Airworthiness by satisfying the Australian Civil Aviation Safety Authority that the aircraft conforms to the type design and is in a condition for safe operation.

(3) An Export Certificate of Airworthiness may be issued when the aircraft conforms to the type design and complies with FAA requirements. Alternatively, features which do not conform to the type design or do not comply with FAA requirements must be listed on the Export Certificate of Airworthiness.

(4) An aircraft with a maximum take-off weight (MTOW) greater than 12,566 lb (5700 kg) and which is older than 14 years requires permission of the Civil Aviation Safety Authority for issue of a standard Certificate of Airworthiness. An Export Certificate of Airworthiness for export to Australia should not be issued for an aircraft of this MTOW and age until the Civil Aviation Safety Authority has granted that permission.

(5) FAA approved Supplemental Type Certificates (STC's) are now automatically acceptable in Australia. Installed STC's must be listed on the Export Certificate of Airworthiness, and any required Flight Manual Supplement must be available.

B. Aircraft, First of a Particular Type or Model.

An Australian Certificate of Airworthiness for the first aircraft of a type or model will not be issued until an Australian Type Acceptance Certificate has been issued for the type and model. Inquiries about, and applications for, Type Acceptance Certificates should be directed to the Civil Aviation Safety Authority at facsimile 61 2 6217 1927. An Australian Type Acceptance Certificate will be issued after essential certificates, manuals and service documents have been received by the Civil Aviation Safety Authority.

C. Engines and Propellers.

(1) An engine module or propeller that was exported from the United States to Australia will normally require an Airworthiness Approval Tag or U.S. Export Certificate of Airworthiness for export to Australia.

(2) Engines and propellers to be exported to Australia need not incorporate modifications or manufacturer's service documents made mandatory by Australian AD's. However, it may be difficult to determine in Australia whether the product complies with Australian AD's so information

about the modification status of the product should be provided. A statement written by the person or organization issuing the Airworthiness Approval Tag or U.S. Export Certificate of Airworthiness will be accepted as evidence of the modification status. This statement may be written in the logbook or in a separate document.

(3) Aircraft engines, auxiliary power units, and propellers which are exported to Australia as spares, rather than as parts of a particular aircraft, must comply with the type design, be new or newly overhauled as defined in [[Title 14 of the U.S. Code of Federal Regulations (14 CFR)]] part 21, subpart L, and have a valid logbook.

(4) A U.S. Export Certificate of Airworthiness or Airworthiness Approval Tag will be accepted as evidence that an engine, auxiliary power unit or propeller conforms to the type design and is either new or newly overhauled.

D. Appliances and Components.

(1) Class II and Class III products must be processed in accordance with the applicable provisions of [[14 CFR,]] part 21 of the U.S. if they are to be eligible for installation on type certificated aircraft registered in Australia.

(2) Products which are to be exported to Australia need not incorporate modifications or manufacturer's service documents made mandatory by Australian AD's. However, it may be difficult to determine in Australia whether the product complies with Australian AD's so information about the modification status of the product should be provided. A statement written by the person issuing the Airworthiness Approval Tag or alternative document will be accepted as evidence of the modification status of the products.

(3) Items classified under [[14 CFR, part 21.321]] as Class II and Class III products and which are exported to Australia as spares rather than as parts of a particular aircraft must conform to the type design and be new or newly overhauled as defined in [[14 CFR, part 21.]]

(4) An Airworthiness Approval Tag will be accepted as evidence that the product conforms with the type design and is either new or newly overhauled.

E. Documentation.

Documents acceptable to the Civil Aviation Safety Authority are as follows:

(1) In the case of an FAA Class I product: A United States of America, [[FAA]] Form 8130-4 (Export Certificate of Airworthiness) for aircraft, and a Form 8130-4 or Form 8130-3 (Airworthiness Approval Tag) for engines and propellers;

(2) In the case of an FAA Class II product: A United States of America, [[FAA]] Form 8130-3 (Airworthiness Approval Tag);

(3) In the case of an FAA Class III product:

(i) A United States of America, [[FAA]] Form 8130-3 (Airworthiness Approval Tag); or

(ii) A Technical Standard Order (TSO) authorization granted under United States of America, [[14 CFR,]] part 21, subpart O; or

(iii) A document issued by the manufacturer of the component and which contains a certification to the effect that the component was manufactured under;

(a) A Production Certificate granted under United States of America, [[14 CFR,]] part 21, subpart G; or

(b) An FAA Parts Manufacturing Approval (PMA) granted under United States of America, [[14 CFR,]] part 21, subpart K.

(4) In the case of an aircraft component: A United States of America, [[FAA]] Form 8130-3 (Airworthiness Approval Tag).

COMMONWEALTH OF THE BAHAMAS - SPECIAL REQUIREMENTS

(January 29, 1993)

1. The Bahamas currently regulate Aviation through the 1961 Colonial Air Navigation Order (ANO). The United Kingdom (UK) Civil Aviation Authority (CAA) provides an advisory service to The Bahamas' government and aviation requirements are based on the requirements of the UK.

2. Export certification is required as defined in the ANO and amplified through Airworthiness Notice No. 17. All Class I, II, and III products, to be eligible for export to The Bahamas, must be processed in accordance with the applicable provisions of FAR Part 21, Subpart L.

3. The address for The Bahamas' Department of Civil Aviation is as follows:

Department of Civil Aviation
P.O. Box CB 10994
Nassau, Bahamas

Cable Address: Bordair Nassau
FAX: 809-327-5288

STATE OF BAHRAIN - SPECIAL REQUIREMENTS

(New - October 12, 1996)

SECTION 1. GENERAL

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in the State of Bahrain of aeronautical products of United States origin imported from the United States.

1.2 All correspondence regarding registration and licensing should be addressed to:

Civil Aviation Affairs
Air Transport Directorate
Aircraft Registration & Licensing
Ministry of Transportation
Bahrain International Airport
P.O. Box 586
STATE OF BAHRAIN

SECTION 2. ADMINISTRATION AND PROCEDURES.

2.1 For all Class I, II, and III aeronautical products to be eligible for export to Bahrain, the provisions as prescribed in [[Title 14 of the Code of Federal Regulations (14 CFR) part 21, (Subpart L)]] must be complied with, as applicable.

SECTION 3. ADDITIONAL REQUIREMENTS.

3.1 The following identifies those additional requirements which must be satisfied at the time of export for a particular product to be eligible for Bahrain registration and certification.

3.2 All Aircraft.

3.2.1 Statement of Build Standard.

This statement to include the aircraft specification and a list of Survive Bulletins incorporated in production. The list of Service Bulletin incorporation is to identify:

- (i) Production versions of Service Bulletins.
- (ii) Service Bulletins.
- (iii) Alert Service Bulletins.

3.2.2 Modification Standard.

This must include:

(i) Customer options and equipment incorporated, including items of equipment not necessarily installed by the manufacturer of the aircraft.

(ii) Service Bulletins compliance.

3.2.3 Copy of the production flight test report.

3.2.4 Export Certificate of Airworthiness (FAA Form 8130-4).

* **3.2.5** A copy of the aircraft Type Certificate Data Sheet.

3.2.6 Details of any alterations which may have been embodied under Supplemental Type Certificate (STC) procedures.

3.2.7 A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided.

3.2.8 A list of defects to be rectified, if any.

3.2.9 Airframe/Engine/Propeller/Auxiliary Power Unit log books.

*** **3.2.10** Seating Configuration approval document, where appropriate.

*** **3.2.11** Maintenance Review Board program, where applicable.

3.2.12 Time/Life Limitations.

* **3.2.13** Electrical Load Analysis.

* **3.2.14** Wiring diagram.

3.2.15 Weight schedule and weighing report.

3.2.16 Manuals (one copy of each).

* **(i)** Flight Manual or Pilot's Operating Handbook.

* **(ii)** Maintenance.

* **(iii)** Operations.

* **(iv)** Weight and Balance Loading Procedures.

* **(v)** Structural planning guide.

* **(vi)** Maintenance planning guide.

* **(vii)** Set of Service Bulletins and Service Letters or equivalent documents.

* **(viii)** Record of compass system and magnetic compass swings

* **(ix)** Record of rigging checks.

* **(x)** Noise Certificate.

* **(xi)** Detailed list of radio equipment.

** **(xii)** Minimum Equipment List.

3.3 Used Aircraft.

In addition to the information referred to in this Section 3, paragraph 3.2, the following is also required for used aircraft.

* **3.3.1** The maintenance program to which these aircraft have previously been maintained including:

- (i) Previous check cycle.
- (ii) Future check cycle.

** **3.3.2** Component overhaul life summary, including life remaining and modification standards.

** **3.3.3** Compliance with structural inspection program.

NOTES:

- * Required only with first aircraft of a particular type and model exported to Bahrain.
- ** Normally only required for aircraft over 2730 Kg (6000 lb.) in Transport Category.
- *** Both of the foregoing apply.

3.4 Aircraft Parts.

3.4.1 Airworthiness Approval Tag (FAA Form 8130-3).

3.4.2 Compliance with [[14 CFR part 21, (Subpart L)]].

3.5 Engines (including APUs), Engine Modules and Propellers.

3.5.1 Export Certificate of Airworthiness (FAA Form 8130-4).

3.5.2 Compliance with [[14 CFR part 21, (Subpart L)]].

3.5.3 Statement of Service Bulletins complied with.

3.6 Engine/Propeller Parts.

3.6.1 Airworthiness Approval Tag (FAA Form 8130-3).

3.6.2 Compliance with [[14 CFR part 21, (Subpart L)]].

3.7 Appliances (including Radios).

3.7.1 Airworthiness Approval Tag (FAA Form 8130-3).

3.7.2 Compliance with [[14 CFR part 21, (Subpart L)]].

3.8 Components.

3.8.1 Airworthiness Approval Tag (FAA Form 8130-3).

3.8.2 Compliance with [[14 CFR part 21, (Subpart L)]].

3.8.3 Statement of Service Bulletin Compliance Standard.

3.9 In addition to the foregoing requirements, for Class III products as defined in [[Subpart L of 14 CFR part 21]]:

3.9.1 Airworthiness Approval Tag (FAA Form 8130-3), or

3.9.2 A certification by the manufacturer of the product concerned was manufactured under Production Certificate granted under [[Subpart L of 14 CFR part 21]], a Parts Manufacturing Approval granted under [[Subpart K of 14 CFR part 21]], or Technical Standing Order authorization granted under [[Subpart O of 14 CFR part 21]] as appropriate.

PEOPLE'S REPUBLIC OF BANGLADESH - SPECIAL REQUIREMENTS

(Revised - September 8, 1996)

1. INTRODUCTION.

1.1 To be eligible for certification by the Civil Aviation Authority of Bangladesh (CAAB), all Class I, II, and III products should be issued Export Certificate of Airworthiness or Export Airworthiness Approvals in accordance with the provisions of [[Title 14 of the Code of Federal Regulations (14 CFR) part 21, (Subpart L)]]].

2. DOCUMENTS AND ADDITIONAL REQUIREMENTS.

2.1 One copy each of the following Certificates/Records/ Documents/Manuals shall be furnished by the Manufacturer to the CAAB. The importer shall provide written confirmation from the relevant manufacturers that amendments, revision and new issues of Service Bulletins and other documents will be supplied to the CAAB free of cost as soon as they are issued.

2.2 CERTIFICATES AND RECORDS FOR NEW AIRCRAFT.

- * **(a)** Type Certificate.
- * **(b)** Type Certificate Data Sheet.
- * **(c)** Certification Compliance Record Book.
- (d)** Noise certificate.
- (e)** Supplemental Type Certificate (if any).
- (f)** Complete list of Service Bulletins incorporated in the production version of the aircraft.
- (g)** List of Customer requested modifications incorporated.
- (h)** Aircraft, Engine, Propeller, and APU logbook with total time in service or certified computerized record.
- (i)** Concessions or deviation from Design Standard (if any) and acceptance by the Purchaser/Operator.
- (j)** Flight Data Recorder calibration certificate (in case of DFDR, the algorithms used to convert recorded bits into engineering units be provided).
- (k)** Cockpit Voice Recorder replay quality report.
- (l)** List of all service bulletins incorporated on the aircraft, engine, propeller, and appliances as applicable.
- (m)** Compliance status of all one time Airworthiness Directives (AD), AD amendment number, date or time of compliance, as applicable.

(n) Compliance status of all recurrent AD's stating the time or date of compliance and next due time or date when compliance with the AD is required.

(o) List of all non applicable AD's with brief reason for non-applicability.

(p) A copy of the current major alteration to each airframe, engine, propeller, rotor and appliances as applicable (if any).

(q) Time/Life limitation of the aircraft structure (if any).

(r) List of all controlled components and assemblies installed on the aircraft and/or engine, by part number, serial number and position regardless of whether they are monitored on Hard Time (HT), On Condition (OC), or Condition Monitored (CM) basis.

(s) List of life limited (retirement) components, whose life limitations are governed by the aircraft Type Certificate and Maintenance Review Board (MRB) report, i.e., landing gears, engine discs, etc.

(t) Equipment list and Weight and Balance reports.

(u) Flight Test Report.

(v) List of all deferred defects/maintenance (if any), at the time of issue of the Export Certificate of Airworthiness which will require maintenance actions subject to acceptance by the Purchaser/Operator.

2.3 DOCUMENTS AND MANUALS FOR NEW AIRCRAFT.

* (a) Maintenance Review Board Report.

* (b) Aircraft Maintenance Planning Document or Recommended Maintenance Schedule/Program.

* (c) Maintenance Manual.

* (d) Flight Manual.

* (e) Flight Crew Operating Manual.

* (f) Master Minimum Equipment List.

* (g) MEL Dispatch Procedures (Operations & Maintenance).

* (h) Aircraft Service Bulletins.

* (i) Engine Service Bulletins.

* (j) Propeller Service Bulletins.

2.4 Items marked with an asterisk (*) in sub-paragraph 2.2 and 2.3 are required only for the first aircraft of the type on Bangladesh Register of civil aircraft.

2.5 USED AIRCRAFT.

In addition to the documents/records referred in the sub-paragraph 2.2 and 2.3, the followings are also required for used aircraft from the Vendor/Seller. If the records are maintained on computer or Automatic Data Process (ADP), then the current ADP or computerized print-outs shall be signed, dated and attested by an authorized person(s) on behalf of the company as to its accuracy.

(a) A complete history of the aircraft, engine, components, and equipment including:

(i) The number of the landings and pressurization cycles where the aircraft is subject to mandatory life limitations.

(ii) The maintenance program to which the aircraft have previously been maintained and copy of the approval document issued by the FAA.

(b) The flight time, since new, of any components of the aircraft, engines, or equipment which are subject to mandatory life limitations.

(c) The flight time, since new or overhaul, as appropriate of any components of the aircraft, engines, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tailplanes, helicopter rotor, or transmission components and histories of the replaced components.

(e) Details of major structural repairs including the nature of damage in each case (if any).

(f) List of modification performed since the original aircraft delivery, which deviate from the certified configuration and still existent on the aircraft (if any).

(g) List of Service Bulletins incorporated into the aircraft and/or engines.

(h) Records of Compass Swing.

(i) MEL for the aircraft including [[Dispatch]] Procedure.

3. RECENCY OF CERTIFICATE FOR COMPLETE AIRCRAFT (NEW OR USED).

3.1 Export Certificate of Airworthiness (FAA Form 8130-4) for complete aircraft (new/used) should have been issued within 30 (Thirty) days prior to the date of arrival of the aircraft in Bangladesh and also not more than 50 (Fifty) flight hours since issuance of the Export Certificate of Airworthiness.

4. CERTIFICATION REQUIREMENTS FOR AIRCRAFT AND PARTS.

4.1 CLASS I PRODUCTS (AIRCRAFT/ENGINE/PROPELLERS).

Export Certificate of Airworthiness as per 14 CFR part 21, (Subpart L).

4.2 CLASS II AND CLASS III PRODUCTS (AIRCRAFT PARTS, AIRCRAFT ENGINE PARTS, PROPELLER PARTS, COMPONENTS, OR APPLIANCE).

Airworthiness Approval Tag, (FAA Form 8130-3).

5. CORRESPONDENCE.

5.1 All correspondence regarding Registration and Certification of civil aircraft should be addressed to:

CIVIL AVIATION AUTHORITY OF BANGLADESH
AIRWORTHINESS & ENGINEERING LICENSING DIVISION
CAAB HQRS
ZIA INTERNATIONAL AIRPORT
DHAKA-1229
BANGLADESH

FAX: 880-2-893322
TLX: 632210 CCAAB BJ
AFTN: VGHQYAYL
TEL: 880-2-894268

BARBADOS - SPECIAL REQUIREMENTS

(Revised - June 4, 1996)

1. GENERAL.

(a) Any aircraft to be eligible for issue of a Certificate of Registration by the Government of Barbados must qualify for certification in the State of Manufacture in the Standard or Restricted Category. The owner/operator shall make an application in writing, by completing form DCA 20, to the Technical Director - Aviation, Barbados. If the aircraft is of a type already on the Barbados Civil Aircraft Register any such application shall be made at least 10 working days prior to the proposed date of registration; if the aircraft is a "*first of type*" to be placed on the register at least 20 working days prior notice shall be given.

(b) FAA Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant section of [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]]. An Airworthiness Approval Tag, FAA Form 8130-3, is acceptable.

(c) The latest revision(s) of any documents required must be provided.

2. APPLICATIONS.

Applications for registration should be addressed to:

Technical Director - Aviation
Air Traffic Services Building
Grantley Adams International Airport
Barbados
WEST INDIES

Telephone: (246) 428-0930/4883
FAX: (246) 428-2539/0172

and should include the following:

- (a) A copy of the manufacturer's specifications for the aircraft.
- (b) A complete list of all avionics equipment (both production and outfitter) installed.
- (c) A current list of installed radio equipment by make, model number, part number, serial number and frequencies used.
- (d) A copy of the FAA approval letter on use of the Minimum Equipment List (MEL), if applicable.
- (e) A copy of the FAA approval letter to fly the Revised Vertical Separation Minimum (RVSM) are, if applicable.
- (f) Specifications of all special installations required by the applicant.
- (g) Internal configuration/layout of the aircraft and location of emergency exits.
- (h) A statement on the proposed class of flight operations.

- (i) A statement indicating time since overhaul (TSO), time since hot section inspection (TSHI) or time since mid-life inspection (TSMI) on airframe, engines and/or propellers.
- (j) The number of hours and cycles on engine(s), total aircraft time, total aircraft landings and total APU time (if applicable).
- (k) The type and location of emergency equipment.
- (l) A manufacturer approved corrosion prevention/inspection program.
- (m) A dispatch deviation guide/configuration deviation list, if applicable.
- (n) A list identifying all essential and optional equipment on the aircraft, not mentioned above.
- (o) A copy of the Noise Compliance Certificate issued by the manufacturer/State of Registry, as applicable.
- (p) A manufacturer recommended minimum spares list.

3. EXPORT CERTIFICATION TO BARBADOS.

At the time of export certification, the following additional information must be supplied:

- (a) Manufacturer's specifications for special processes and materials used in manufacture and maintenance.
- (b) Location or technical drawings of all radio antennas.
- (c) Master Minimum Equipment List (MMEL).
- (d) Maintenance Planning Document (MPD) if applicable.
- (e) Manufacturer's Maintenance Program/Schedule.
- (f) The aircraft Bill of Sale, or equivalent document showing proof of ownership.
- (g) Copies of the Type Certificate/incorporated Supplemental Type Certificate(s) (STC) which certify compliance with applicable airworthiness requirements and a list of all incorporated STC required Airplane Flight Manual Supplements.
- (h) The Export Certificate of Airworthiness.
- (i) Arrangements for ongoing airworthiness of the aircraft.
- (j) One copy of a current Weight and Balance report showing the weights and arms of the main components and a current equipment list. The aforementioned Weight and Balance report and equipment list must have been complied within the previous 12 months.
- (k) A completed "Application for the issue/renewal of a Certificate of Airworthiness", form DCA 34.
- (l) A flight test report, completed within the previous six (6) months.

(m) Current status of all life limited parts and maintenance inspections. Note that computer generated records may be presented but must be verified by cross reference to the actual logbooks.

(n) A statement, signed by an official representative of the manufacturer, or Director of Maintenance/Chief Inspector of a certified repair station, showing that all mandatory modifications and any special conditions required by Barbados have been complied with.

(o) Summary of approved modifications, repairs, service bulletins incorporated since initial build.

(p) Statement of compliance with applicable service bulletins, Airworthiness Directives and CAA Additional Airworthiness Directives.

(q) A list and copies of all Major Repair and Alteration, FAA Form 337, if major repairs or alterations have been accomplished on the aircraft.

4. AIRCRAFT MARKINGS.

The aircraft must be marked and equipped for the conditions under which it is intended to operate in accordance with the First and Fifth Schedules, respectively, of the Barbados Civil Aviation (Air Navigation) Regulations, 1984, CAP 288A. A contrasting with external paint scheme is required to identify emergency exits.

5. ADDITIONAL REQUIREMENTS.

(a) If special conditions are required the Technical Director - Aviation will advise using the latest revision United Kingdom, Civil Aviation Authority Additional Requirements and Special Conditions (CAP 480) as the basis. These additional requirements will be discussed and agreed with the prospective operator in association with the manufacturer/supplier of the aircraft concerned.

(b) For aircraft which are subject to special/supplemental long life programs by the manufacturer, proof of compliance with the foregoing will be required.

(c) An audit of the aircraft and associated records and proposed maintenance facility will be conducted by the Technical Director - Aviation or any person authorized by his office prior to registration of the aircraft.

6. AIRCRAFT - FIRST OF THE TYPE TO BE REGISTERED IN BARBADOS.

In addition to the items in Sections (2) to (5), the following documents are required for aircraft which are the first of type to be entered in the Register. The owner/operator must make arrangements for such documents, with amendment service, to be provided without charge, throughout the period the aircraft remains on the Civil Aircraft Register.

(a) A complete set of current maintenance manuals, with amendment service, for:

- (i) The aircraft and its engines.
- (ii) Propeller(s) or Rotors as appropriate.
- (iii) Auxiliary Power Unit (APU) as required.
- (iv) Avionics equipment installed, as applicable.

(v) Nondestructive Testing, as applicable.

(vi) Special Structural Inspection Program when applicable.

(b) A full set of Service Bulletins, Letters and Modification Leaflets or similar documents issued by the manufacturer(s) in respect of the airframe, engine(s), propeller(s), APU and specialized equipment installed during the period the aircraft is on the Barbados Register.

(c) A current Flight Manual or equivalent document with supplements.

The Technical Director - Aviation or any airworthiness/licensing inspector(s) designated by him, will be required to attend the following manufacturer's training courses:

- Airframe and Powerplant
- Engine maintenance
- Avionics
- Pilots

The cost of this training must be borne by the owner/operator.

8. FERRY PERMIT

A Ferry Permit may be issued for the purpose of an aircraft delivery flight, however, particular restrictions will be applied to such flights.

Originals of the Ferry Permit, Certificate of Registration, Radio Station License and current versions of the Flight Manual, Weight and Balance Report and Cruise Control Manual (if applicable) will be required for the flight.

9. REGISTER OF AIRCRAFT MORTGAGES

The Civil Aviation Act CAP 288A makes provision for registration of aircraft mortgages and any queries may be directed to this office.

KINGDOM OF BELGIUM - SPECIAL REQUIREMENTS

(Revised-September 20, 1996)

1. INTRODUCTION. This document prescribes requirements supplementing the Agreement on the reciprocal acceptance of Export Certificates of Airworthiness. It is based on the Bilateral Agreement between the Governments of the United States and Belgium of May 14, 1973.

2. GENERAL.

2.1. Aircraft, Aircraft Engine or Propeller.

Compliance with 14 CFR part 21, (Subpart L).

2.2. Aircraft Parts, Aircraft Engine Parts, Propeller Parts, Components, or Appliances.

Airworthiness Approval Tag (FAA Form 8130-3).

2.3 Since January 1, 1992, the following Technical Regulations and Administrative Procedures are applicable in the European Communities: CEE n° 3922/91 regulations from the Council.

3. DOCUMENTS AND DATA REQUIRED. When an aircraft is exported to Belgium, the documents listed below must be provided to the Belgian Civil Aeronautics Administration:

3.1. For each individual new aircraft:

1. The FAA Export Certificate of Airworthiness issued no longer than 60 days before the date the aircraft is entered into Belgium;

2. The weight and balance report containing a complete inventory of all equipment and instruments;

3. A list of radio communication and navigation equipment installed, including make and model, capacity and frequencies.

4. The FAA approved flight manual. A pilot's operating handbook or similar manual will be provided in addition to or when no approved flight manual is required by the FAA.

5. The list of modifications that have been incorporated during production for the airframe, the engine(s), the propeller(s), and the major equipment and components (such as APU) and the list of AD notes complied with during manufacturing.

6. A copy of the manufacturer production flight test report applying to the aircraft being operated.

3.2. For each individual used aircraft. In addition to the documents listed in paragraph 3.1, the following technical data are required:

1. The certified logbooks, or equivalent historical records, for the aircraft, the engine(s), the propeller(s), the major equipment and components (such as APU), containing information on operational times and cycles (since new and since last overhaul), maintenance, overhaul, repairs and modifications, status of parts with limited lifetime.

2. A detailed listing of all modifications, including the operator's modifications Service Bulletins or equivalent documents, and Airworthiness Directives complied with.

3. The past maintenance schedule and programs.

4. The components operating and storage limits.

3.3. For aircraft first of the type exported to Belgium. In addition to the documents listed in paragraphs 3.1. and 3.2., the following technical data are required:

1. One copy of the Type Certificate and Type Certificate Data Sheets for the aircraft, the engine(s), and the propeller(s).

2. Two copies of the FAA approved flight manual. The pilot's operating handbook will be provided in addition to or when no flight manual is required by the FAA.

3. One complete set of current technical manuals for the aircraft operation, service, maintenance, overhaul and repair manuals, catalog of spare parts.

4. Same technical manuals as in [[paragraph]] 3 above for the engines(s) and the propeller(s), if they are of a model exported to Belgium for the first time.

5. A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft, the engine(s), the propeller(s), and associated equipment.

6. One set of the following current technical documents: Master Minimum Equipment List; Maintenance Review Board document; Maintenance Planning document.

7. A statement by the manufacturer, or its authorized representative, to the effect that all pertinent information, modification, services bulletins, and revisions of such bulletins and manuals will be automatically distributed to the Aeronautics Administration of Belgium, to guarantee the airworthiness of the aircraft, the engine(s), the propeller(s), and the major components.

8. A copy of the type flight test report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained in, or furnished with the type flight test report shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.

9. Three-view drawings of the major assemblies, installations, and primary structure.

10. A type record of stress analysis summary showing, for all members of the primary structure, their design loads, dimensions, materials, strength, and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests.

11. The list of reports and notes prepared for U.S. type certification of the aircraft.

4. SPECIAL TECHNICAL REQUIREMENTS.

4.1. Noise limits. An aircraft will be eligible for a Certificate of Airworthiness only if it complies with the noise standards of ICAO Annex 16. Subsonic jet airplanes have to comply with the noise limits laid down in Chapter 3 of Annex 16.

4.2. Radio equipment. Radio equipment must be FAA approved and comply with TSO/FAA TC specifications. When a radio equipment model is exported to Belgium for the first time, one copy of the following documentation will be furnished:

- The manufacturer's statement of conformance submitted to FAA.
- The letter of acceptance issued by FAA.
- The technical manuals and bulletins (Service Bulletins, etc.).

Special technical requirements regarding the radio equipment are:

- VHF radio-communication equipment must be compatible for use with 25 MHz spacing in the frequency band 118.00 MHz - 136.975 MHz.
- VHF radio-navigation equipment must be compatible for use with 50 kHz spacing between VOR and LOC channels and 150 kHz between associated Glide Slope channels.
- Communication and navigation antennas are to be distinct.
- VOR/LOC and Glide Slope antennas are to be distinct.

4.3. Flight instruments.

- Air speed indicators must show airspeed in KNOTS only.
- Altimeters must be of the sensitive type, showing altitude in FEET, with adjustable setting in MILLIBAR scale.
- Aircraft intended for use in IFR operation must be equipped with 2 sensitive altimeters.
- Variometers must be equipped with needle stops at maximum UP and DOWN indications.
- Aircraft intended for use in IFR operation and equipped with reciprocating non injecting engine(s) must be equipped with carburetor heat temperature indicator(s).

4.4. Flight data recorder and cockpit voice recorder. Turbine powered transport category airplanes of a maximum mass of more than 5,700 kg must be equipped with an approved digital flight data recorder and an approved cockpit voice recorder. The technical manual will be furnished.

4.5 Equipment.

- The front seats of normal and utility airplanes must be equipped with either a shoulder harness or a belt and diagonal shoulder strap.
- Passengers seats must be fire blocked in accordance with [[14 CFR part 25.853(b)]] for aircraft intended [[for]] use in commercial operation.
- Each lavatory compartment must be equipped:

(a) with a smoke detector system or equivalent system that provides a warning light or audio warning in the passengers cabin which would be readily detected by an attendant.

(b) with a built in fire extinguisher for each disposal receptacle for towels, paper or waste located within the lavatory.

- Life jackets must be FAA approved and comply with TSO C13C.
- An automatic activated ELT must be installed for aircraft intended for use in commercial operation.

NOTE: In the case of an aircraft intended for use in IFR operation, a complete equipment list, mentioned the avionics equipment with number, make, model PN, SN, and frequency range will be furnished by the exporter or by the government of the country of origin for approval before delivery of the aircraft.

5. NOTES.

5.1. The aircraft must be equipped in accordance with the requirements of the Belgian regulations for its intended use.

5.2. Complementary information may be obtained at:

Administration de l'Aeronautique
Direction Technique
rue de la Fusee, 90
B - 1130 BRUSSELS (BELGIUM)

FASIMILE: 32/2/7240201

REPUBLIC OF BOLIVIA - SPECIAL REQUIREMENTS

(Revised - February 14, 2001)

The Director General of Civil Aviation (DGAC) requests that the FAA issue export airworthiness approvals applicable to Class I, II and III aeronautical products being exported to Bolivia. Eligibility for importing aeronautical products into Bolivia, in addition to the provisions of 14 CFR part 21, subpart L, must comply with applicable special requirements prescribed below.

I. ACCEPTANCE OF AIRCRAFT

Prior to the issue of a Certificate of Airworthiness to an aircraft exported to the Republic of Bolivia, the following documents must [[be presented]] to the DGAC of Bolivia:

- a. DGAC Form 8130-6, "Application for an Airworthiness Certificate".
- b. Export Certificate of Airworthiness [[FAA Form 8130-4]].
- c. Copy of the [[FAA]] Type Certificate [[Data Sheet]].
- d. Current aircraft flight manual or equivalent document acceptable to the [[DGAC]] (copy).
- e. Current manufacturer maintenance manual and parts catalog (copy).
- f. Maintenance program to be used (copy).
- g. Last report of weight and balance.
- i. Minimum Equipment List (MEL), if applicable (copy).
- j. Lists of inventory of equipment installed by make, model, and serial number and the documentation certifying the airworthiness condition of the equipment.
- k. Lists of inventory of life limited parts with [[their]] current service hours and documentation "back to birth". For aircraft exported to the Republic of Bolivia, they must have a remaining life time for at least 6 months of operation.
- l. Total time of the aircraft, engines and propellers.
- m. List of inventory of major repairs and modifications, and its records approved by the design authority or the manufacturer or by an authority acceptable to the DGAC of Bolivia.
- n. Time and documentation certifying the last overhaul of all components required to be overhauled periodically. For aircraft to be exported to the Republic of Bolivia, they must have a remaining time for at least 6 months of operation.
- o. Records of the last maintenance service.

p. In the case where the aircraft enters the Republic of Bolivia by other means than flying, i.e., disassembled, by land, by sea or other means, [[in addition to the requirements mentioned above, a copy of the maintenance records stating that the disassembly of the aircraft was accomplished in accordance with procedures approved by the manufacturer.]] In order to assemble the aircraft, the owner must make reference to procedures approved by the manufacturer for this purpose and for its [[approved]] return to service.

q. It must be demonstrated that the aircraft complies with its Type Certificate approved by the FAA or JAA.

Note: All of the above documents can be presented in English or Spanish.

II. ACCEPTANCE OF ENGINES AND PROPELLERS

Aircraft engines and propellers which are exported to the Republic of Bolivia as spares, i.e., not as parts of a particular aircraft, to be eligible for use on Bolivian register aircraft must comply with the following.

a. Export Airworthiness Certificate [[issued by the country of manufacturer]], certifying that each aircraft engine or propeller is in an airworthy condition, in accordance with the certification regulations of the exporting country.

b. Complies with its Type Certificate and is in a condition to operate safely.

c. Has been submitted by the manufacturer to a final inspection of operability.

III. ACCEPTANCE OF MATERIALS, PARTS OR COMPONENTS

A material, part or component manufactured under the authorization of the FAA or a member of the JAA or a country that has a bilateral agreement with the Republic of Bolivia for the import or export of such products is considered to meet all the requirements for its approval and installation on Bolivian registered aircraft, if the country of manufacturer issues an Export Airworthiness Certificate, which certifies in an individual manner that the part, component or material complies with the requirements specified in the code of Airworthiness of the exporting country. [[14 CFR part 21, subpart L.]]

Note: The FAA Form 8130-3 or the JAA Form One, completed as required, is considered to be an acceptable means to certify the airworthiness condition of the engine, propeller, materials, parts and components.

All correspondence regarding certification of civil aircraft should be directed to:

Direccion General De Aeronautical Civil
Avenida Mariscal Santa Cruz # 1278
Edificio Palacio de las Comunicaciones, 4to. Piso
La Paz , Bolivia

Telephone/FAX 591-2-312452

REPUBLIC OF BOTSWANA - SPECIAL REQUIREMENTS

(April 1981)

1. GENERAL.

a. Any aircraft to be eligible for the issue of a Certificate of Airworthiness by the Government of the Republic of Botswana must qualify for certification in the United States of America in the Standard or Restricted Category and an Export Certificate of Airworthiness, FAA Form 8130-4, should have been issued in accordance with Part 21 of the United States Federal Aviation Regulations.

b. Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant Section of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3 is acceptable.

c. If the aircraft is to be entered on the Botswana Register of Civil Aircraft, the importer must make application to the Botswana Department of Civil Aviation for the necessary Certificate of Registration, Permit to Fly, and Radio Station License which must be carried during the delivery flight.

d. Inquiries should be addressed to the Director of Civil Aviation, P.O. Box 250, Gaborone, Botswana, marked to the attention of the Chief Flight Safety Engineer.

2. FIRST AIRCRAFT OF TYPE TO BE REGISTERED IN THE REPUBLIC OF BOTSWANA.

a. The following documents and data are required:

(1) A complete set of maintenance, overhaul, and repair manuals, and parts catalogs for:

(i) Airplane

(ii) Engine(s)

(iii) Propeller(s)

(iv) Any equipment not previously imported to the Republic of Botswana.

(2) A full set of service bulletins, instructions, letters, modification leaflets, etc., issued by the manufacturer with respect to the airframe, engine(s), propeller(s), and installed equipment.

(3) A statement confirming that any amendments or new issues of the above manuals and catalogs will be forwarded to the Department of Civil Aviation as they are issued.

(4) A copy of the Type Certificate Data Sheet or Aircraft Specification unless this is already held by the Department of Civil Aviation.

(5) Three identical copies of the Flight Manual for the aircraft, including a copy allocated to the specific aircraft.

3. EACH AIRCRAFT FOR WHICH A BOTSWANA CERTIFICATE OF AIRWORTHINESS IS TO BE REQUESTED.

a. A statement must be signed by a manufacturer's representative to the effect that all mandatory modifications have been embodied, that all Airworthiness Directives have been complied with, and that any special inspections required have been complied with.

- b. An Export Certificate of Airworthiness, FAA Form 8130-4.
- c. Two copies of the Flight Manual including a copy allocated to the specific aircraft.
- d. A statement confirming that all amendments to the Flight Manual(s) will be forwarded to the Department of Civil Aviation as they are issued.
- e. Two copies of the Weight and Balance information for the specific aircraft.
- f. Two copies of the Equipment List for the specific aircraft, marked to show the installed equipment.
- g. An Emergency Locator Beacon must be installed in the aircraft. Such unit must be equipped with a voice transmission facility and be installed with a control switch operable from the pilot's seat to activate the unit when required in the manual mode. Full details for the operation of the unit are to be installed on a placard mounted adjacent to the access panel in the cabin.

FEDERATIVE REPUBLIC OF BRAZIL - SPECIAL REQUIREMENTS

(Revised - January 10, 2001)

This document CI 21-010, Procedures For Approval Of Imported Civil Aeronautical Products, dated December 26, 2000, prescribes special requirements and procedures for exportation of aeronautical products to Brazil, which are based on the Bilateral Agreement for reciprocal acceptance of Airworthiness Certificates signed between the Governments of the United States and the Republic Federative of Brazil in June 16, 1976.

1. OBJECTIVE. This "Circular de Informação" (CI) prescribes the special requirements and procedures for exportation of civil aeronautical products to Brazil, as stated in the applicable subparts of RBHA 21, [[Brazilian Airworthiness Regulations (RBHA - Regulamentos Brasileiros de Homologacao Aeronautica)] including those imported from the USA in accordance with [[14 CFR part 21 subpart L and]] the FAA Advisory Circular 21-2.

2. APPLICABILITY. This CI is applicable to:

- 2.1 All aircraft and all aircraft engines and propellers to be exported to Brazil, in accordance with section 21.29 of RBHA 21 ;and
- 2.2 All imported materials, parts and appliances to be installed on Brazilian registered aircraft.

Note: A list of aircraft that received a Brazilian type certificate in accordance with paragraphs 21.29(a) and (b) of the RBHA 21, and a list of the aircraft for which the foreign type certificate was validated in Brazil in accordance with paragraphs 21.29(d) and (e) of RBHA 21, is available at Internet (www.ifi.cta.br/fdh) or may be obtained directly from CTA [[Centro Técnico Aeroespacial - Aerospace Technical Center]].

3. REFERENCES. The following documents are [[referenced]] in this CI

- | | |
|---------|---|
| RBHA 21 | Certification Procedures for Products and Parts. |
| RBHA 23 | Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category Airplanes. |
| RBHA 25 | Airworthiness Standards: Transport Category Airplanes. |
| RBHA 27 | Airworthiness Standards: Normal Category Rotorcraft. |
| RBHA 29 | Airworthiness Standards: Transport Category Rotorcraft. |
| RBHA 31 | Airworthiness Standards: Manned Free Balloons. |
| RBHA 33 | Airworthiness Standards: Aircraft Engines. |
| RBHA 35 | Airworthiness Standards: Propellers. |
| RBHA 36 | Noise Standards: Aircraft Type Certification |

RBHA 121 Certification and Operation of Large Airplanes Domestic and Flag Operators

RBHA 135 Certification and Operation of Small Airplanes and Helicopter Domestic and Flag Operators.

FAA Advisory Circular 21-2 - Export Airworthiness Approval Procedures.

4. CERTIFICATION REQUIRED. Any aircraft model exported to Brazil (under a purchasing or leasing agreement), regardless of being new or used, must have a Brazilian type certificate, issued on the basis of the primary foreign authority type certificate, to be eligible for registration on the Brazilian Registry. Any aircraft with a Brazilian type certificate, modified in accordance with a foreign authority supplemental type certificate, or equivalent document, exported to Brazil, must have a Brazilian supplemental, or equivalent approval, issued on the basis of the primary foreign authority supplemental type certificate, or equivalent document. Any aircraft engine or propeller model exported to Brazil, regardless of being new or used, must have a Brazilian type certificate, issued on the basis of the primary foreign authority type certificate, to be eligible for installation on any aircraft with a Brazilian type certificate. Any part, subassembly, component or appliance, not included in the approved Brazilian type design definition, must have a Brazilian approval or acceptance for installation, based on the primary foreign authority approval, to be eligible for installation on any product with a Brazilian type certificate.
 - 4.1 Except as provided in item 4.6, to be eligible for registration on the Brazilian Registry, any aircraft model exported to Brazil (under a purchasing or leasing agreement), regardless of being new or used, must receive a Brazilian type certificate for import, issued on the basis of the primary foreign authority type certificate, following the procedures established in Chapter 5.
 - 4.2 To be eligible for installation on Brazilian registered aircraft, any modification approved in accordance with a foreign authority supplemental type certificate, or equivalent document, must receive a Brazilian supplemental type certificate for import issued on the basis of the primary foreign authority supplemental type certificate or equivalent document, following the procedures established in Chapter 6.
 - 4.3 Except as provided in item 4.6, to be eligible for installation on Brazilian registered aircraft, any aircraft engine or propeller model exported to Brazil, regardless of being new or used, must receive a Brazilian type certificate for import, issued on the basis of the primary foreign authority type certificate, following the procedures established in Chapter 7.
 - 4.4 To be eligible for installation on Brazilian registered aircraft, any Technical Standard Order -TSO (or equivalent) approved product exported to Brazil, not included in the approved Brazilian - type design definitions, must receive a Brazilian approval for installation issued on the basis of the primary foreign authority TSO (or equivalent document) approval, following the procedures established in Chapter 8.
 - 4.5 To be eligible for installation on Brazilian registered aircraft, any modification or replacement part exported to Brazil, not included in the approved Brazilian type design definition, must receive a Brazilian approval or acceptance for installation issued on the basis of the primary foreign authority parts manufacturing approval, following the procedures established in Chapter 9.

- 4.6 Certain models of aircraft, aircraft engines and propellers which have been exported to Brazil at a time where a type certificate for import was not required, may continue to be exported with an exemption of the certification requirements established in this Chapter (see note in chapter 2). To benefit from such exemption the applicant shall obtain a statement from the DAC [[Departamento de Aviação Civil - Department of Civil Aviation]] validating the primary foreign authority type certification for operation in Brazil.
- 4.7 Although the aeronautical products certification activities in Brazil are conducted by the CTA, all applications for Brazilian approval for imported products have to be directed to DAC. The technical documents to support the requested certification activity may be mailed directly to CTA, with a copy of the application sent to DAC.

5. PROCEDURES FOR ISSUANCE OF IMPORT TYPE CERTIFICATE FOR AIRCRAFT.

- 5.1 An application Form FDH-300-11 [[available at www.ifi.cta.br/fdh/]] or an application letter shall be completed by the foreign manufacturer of the concerned aircraft and forwarded to the DAC through the primary foreign authority, together with sufficient engineering information to permit the Brazilian authority to become acquainted with the type design.
- 5.2 The text of all primary foreign authority special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.
- 5.3 A compliance check list with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.
- 5.4 The required markings and placards installed in passenger cabin, in cargo, baggage or stowage compartments and [[on]] the aircraft exterior, shall be presented in Portuguese or bilingual (Portuguese and English) form.
- 5.5 The Aircraft Flight Manual shall be identified as a Brazilian Aircraft Flight Manual and shall include a statement regarding its applicability to Brazilian registered aircraft. Alterations eventually required to be incorporated in the Aircraft Flight Manual will therefore be included directly on the affected pages of the Brazilian Aircraft Flight Manual.
- 5.6 The barometric setting units of the altitude indication instruments including standby altimeters and cabin altitude indicators shall be presented in "mbar" or "hpa". All other instruments must display usual and traditionally accepted units. However, the units used on the instruments shall be consistent with those presented in the Flight and Service Manuals. For the required markings and placards in Portuguese, the International System of Units or the alternative traditionally accepted units (such as: kg, psi, etc.) shall be used.
- 5.7 An engineering review of the type certification program conducted in the foreign country shall be performed by the CTA to establish the Brazilian requirements and special conditions for acceptance of the aircraft model. This review shall be conducted through meetings or by correspondence with the manufacturer and the

primary foreign authority representatives. At the end of such process the CTA will present a final validation report listing the requirements for acceptance of the aircraft model.

- 5.8 The CTA data needs will be listed in the validation report mentioned in the above item and shall include all published documents (Airplane Flight Manual, Maintenance and Repair manuals, Illustrated Parts Catalogs, Wiring Diagrams, Weight and Balance Manuals, Service Bulletins, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the aircraft in Brazil. The published documents shall be supplied in duplicate, being one copy destined to the CTA and [[the]] other to the DAC. Both organizations must be included in the manufacturer's mailing list to receive regular updating of such documents.
- 5.9 At least the following documents are also required for each aircraft delivered:
- Weight and Balance report.
 - Electrical load analysis alterations (in respect to the basic approved model).
 - List of applicable Airworthiness Directives (or equivalent document) indicating compliance status
 - Summary of maintenance, repairs, and alterations performed during the aircraft life (for used aircraft only).
- 5.10 To be eligible for operation under the Brazilian Registry, compliance with the DGAC operating regulations (IAC) and special regulations appropriate to the envisaged flight operations must be established. These regulations, which are incumbent upon the Brazilian operator, may require the installation of equipment and/or application of standards in addition to those required for airworthiness certification. Such installations will be reviewed and approved by the CTA during the engineering review mentioned in item 5.7 above.
- 5.11 A Brazilian CHT- "Certificado de Homologação de Tipo" (Type Certificate) and corresponding "Especificação de Aeronave" (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred [[to]] in item 5.7 above.

6. PROCEDURES FOR ISSUANCE OF IMPORT SUPPLEMENTAL TYPE CERTIFICATE FOR AIRCRAFT.

- 6.1 An application Form FDH-300-11 [[available at www.ifi.cta.br/fdh/]] or an application letter shall be completed by the foreign holder of the supplemental type certificate, or equivalent document, and forwarded to the DAC through the primary foreign authority together with sufficient engineering information to permit the Brazilian authority to become acquainted with the modification introduced in the type design.

- 6.2 A copy of the supplemental type certificate and its addendum, or equivalent documents, together with the text of all special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.
- 6.3 A compliance check list with the requirements affected by the modification indicating for each item how it was complied with (by test, analysis, calculation, design provisions, etc.), and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.
- 6.4 The required markings and placards installed in passenger cabin, in cargo, baggage or stowage compartments and [[on]] the aircraft exterior, shall be presented in Portuguese or bilingual (Portuguese and English) form, unless otherwise prescribed by the CTA.
- 6.5 The Airplane Flight Manual Supplement shall be identified as a Brazilian Airplane Flight Manual Supplement and shall include a statement regarding its applicability to Brazilian registered aircraft.
- 6.6 An engineering review of the supplemental type certificate program conducted in the foreign country, shall be performed by the CTA, to establish the Brazilian requirements and special conditions for acceptance of the modified aircraft model. This review shall be conducted through meetings or by correspondence with the holder of the supplemental type certificate, or equivalent document, and the primary foreign authority representatives. At the end of such review the CTA will present a final validation report listing the requirements for acceptance of the modified aircraft model.
- 6.7 The CTA data needs will be listed in the validations report mentioned in the above item and shall include all alterations of the aircraft published documents developed by the holder of the supplemental type certificate, or equivalent document, (Airplane Flight Manual, Operations Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Wiring Diagrams, Weight and Balance Manuals, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the modified aircraft in Brazil. The alterations of the published documents shall be supplied in duplicate, being one sample destined to the CTA and the other to DAC. Both organizations must be included in the holder of the supplemental type certificate (or equivalent document) mailing list to receive regular updating of such documents.
- 6.8 At least the following documents are also required for each aircraft delivered:
 - Updated Weight and Balance report.
 - Updated electrical load analysis alteration (in respect to the basic modified model).
 - List of applicable Airworthiness Directives (equivalent document) indicating compliance status (for the basic TC model and for the changed STC model).

- Summary of maintenance, repairs and alterations performed during the aircraft life (for used aircraft only).

- 6.9 A Brazilian CHST - "Certificado de Homologação Suplementar de Tipo" (Supplemental Type Certificate) and corresponding "Folha de Continuação" (Continuation Sheet) will be issued upon compliance with the requirements established on the validation report referred [[to]] in item 6.6 above.
- 6.10 If the applicant is the airplane manufacturer, the supplemental type certificate program review findings may be added to the validation report referred [[to]] in item 5.7 above, and the corresponding CTA acceptance included in the "Especificação de Aeronave" (Type Certificate Data Sheet) - see item 5.11. In this case, no Brazilian CHST is issued.

7. PROCEDURES FOR ISSUANCE OF IMPORT TYPE CERTIFICATES FOR AIRCRAFT ENGINES AND PROPELLERS.

- 7.1 An Application Form FDH-300-11 [[available at www.ifi.cta.br/fdh/]] or an application letter shall be completed by the foreign manufacturer of the concerned aircraft engine or propeller, and forwarded to the DCA through the primary foreign authority, together with sufficient engineering information to permit the Brazilian authority to become acquainted with the type design.
- 7.2 The text of all special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.
- 7.3 A compliance check list with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.
- 7.4 An engineering review of the type certification program conducted in the foreign country, shall be performed by the CTA, to establish the Brazilian requirements and special conditions for acceptance of the aircraft engine or propeller model. This review shall be conducted through meetings or by correspondence with the manufacturer and the primary foreign authority representatives. At the end of such review the CTA will present a final validation report listing the requirements for acceptance of the aircraft engine or propeller models.
- 7.5 The CTA data needs will be listed in the validation report mentioned in the above item and shall include all published documents (Installation and Operation Manual, Maintenance and Overhaul Manual, Illustrated Parts Catalog, Service Bulletins, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the aircraft engine or propeller in Brazil. The published documents shall be supplied in duplicate, being one copy destined to the CTA and the other to DAC. Both organizations must be included in the manufacturer mailing list to receive regular updating of such documents.

- 7.6 A Brazilian CHT - “Certificado de Homologação de Tipo”(Type Certificate) and corresponding “Especificação de Motor ou Hélice” (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred in item 7.4 above.

8. PROCEDURES FOR ACCEPTANCE OR APPROVAL FOR TSO (OR EQUIVALENT) APPROVED PRODUCTS.

- 8.1 The CTA design approval for TSO (or equivalent) appliances is characterized by the issuance of an installation Approval Letter (IAL). The IAL may also encompass the installation approval for a specific product. A foreign applicant for a CTA Installation Approval Letter, holder of a foreign authority TSO approval, shall make application through the respective foreign authority, with a request that the Application Form FDH-300-11 [[available at www.ifi.cta.br/fdh/]] or the application letter and the required information listed in 8.2 forwarded to the CTA.
- 8.2 For the IAL to be issued to the applicant, the following information must be submitted to the CTA:
- All the required technical data/documentation pertaining to the proper installation, performance, operation, and maintenance of the TSO appliance;
 - Other specific technical data needed to demonstrate compliance with a TSO standard (e.g., a first-of-a-kind TSO);
 - Evidence of approval of all proposed deviations; and
 - A statement from the applicant through its foreign authority, with certification by the foreign authority, that the performance of the appliance complies with the applicable TSO or other accepted standards to the CTA which provide an equivalent level of safety.
- 8.3 The foreign authority installation approval of the subject appliance on its products will be automatically endorsed by the CTA and referred [[to]] in the IAL. However, if only appliance design approval is requested, the IAL shall be issued with a statement that each particular installation shall be further substantiated. The installation of the subject appliance on Brazilian designed products will be conducted by the CTA through the TC or STC procedures, and the IAL will be issued or revised accordingly.

9. PROCEDURES FOR APPROVAL FOR PARTS, SUBASSEMBLIES, COMPONENTS OR APPLIANCES OTHER THAN TSO PRODUCTS.

- 9.1 The CTA approval for parts, subassemblies, components or appliances other than TSO products is characterized by the issuance of an Attestation of Approved Aeronautical Product (APAA). A foreign applicant for a CTA APAA, holder of a foreign authority parts manufacturing approval, shall make application through the respective foreign authority, with a request that the Application Form FDH-300-11 [[available at www.ifi.cta.br/fdh/]] or the application letter and the required information listed in 9.2 be forwarded to the CTA.

- 9.2 For the APAA to be issued to the applicant, the following information must be submitted to the CTA:
- All technical data (computation, analysis and test reports) developed by the applicant to substantiate the parts manufacturing approval;
 - Installation and operational instructions (if applicable); and
 - Applicable revisions of the final product operational documentation (Maintenance Manuals, Parts Catalog, Wiring Diagrams Manual, etc.).
- 9.3 After reviewing such documents, the CTA will advise the applicant by letter of any additional Brazilian requirements or special conditions to approve the installation of the product on Brazilian registered aircraft.
10. CONTINUING AIRWORTHINESS. The foreign manufacturer of a product which has received a Brazilian design approval according to Chapters 5 thru 9, shall be responsible for [[keeping]] the CTA informed of all relevant information regarding the continuous airworthiness of its product in Brazil. This shall include prompt remittance to CTA of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and Airworthiness Directives (or equivalent documents).
11. NOISE REQUIREMENTS.
- 11.1 The manufacturer who applies for an import type certification of a new type of aircraft, i.e., aircraft of a type which does not operate in Brazil, or for an amendment to an existing CTA Type Certificate for a new model of aircraft, shall comply with the noise requirements of the RBHA 36 [[equivalent to 14 CFR part 36]] or the ICAO Annex 16 rules.
- 11.2 The manufacturer who applies for an import type certification of an aircraft model whose type operates already in Brazil, although not type certificated by the CTA, shall comply with the acoustic alteration requirements of the RBHA 36/[[14 CFR part 36]], i.e., the model for which certification is sought shall not exceed the noise levels of the aircraft model of the same type which operates already in Brazil or the acoustical changes of the ICAO Annex 16 rules.
- 11.3 The holder of the supplemental type certificate, or equivalent document, who applies for an import supplemental type certification of an aircraft model which already operates in Brazil, regardless of having been or not type certificated by the CTA, shall comply with the acoustic alteration requirements of the RBHA 36/[[14 CFR part 36]] i.e., the modified aircraft model shall not exceed the noise levels of the basic model or the acoustical changes of the ICAO Annex 16 rules.
12. EXPORT AIRWORTHINESS APPROVALS.
- 12.1 Except as provided in 12.2, each Class I, II or III product (see Chapter 14) exported to Brazil shall receive an export airworthiness approval, in accordance with the foreign authority regulations. If Brazilian special requirements were established in a final validation report or other document, the export airworthiness approval shall indicate that the product is in compliance with these requirements.

- 12.2 Special procedures may be approved for importing organizations that have implemented a system to certify the Class II or III product:
- is in accordance with the original design;
 - is provided by a qualified supplier;
 - and has reliable records.
13. BRAZILIAN AIRWORTHINESS AUTHORITIES. The responsibility for controlling flight safety of civil aviation in Brazil is a task of the following organizations of the Air Command of the Defense Ministry:
- 13.1 Departamento de Aviação Civil (DAC) is the central organization of the Flight Safety System responsible for the issuance of the Brazilian airworthiness regulations (RBHA). The DAC is also responsible for the issuance of maintenance, operation and related approvals, including the "Certificado de Aeronavegabilidade" (Certificate of Airworthiness). The RBHA adopts:
- The U.S. airworthiness requirements of [[14 CFR]] parts 23, 25, 27, 29, 31, 33 and 35, which are used as Brazilian requirements for design approval of aircraft, aircraft engines and propellers (RBHA 23, 25, 27, 29, 31, 33, and 35, respectively);
 - The European JAA airworthiness requirements JAR-22 and JAR-VLA. RBHA 22 and 26, respectively.
 - The ICAO Annex 16, Volume I or U.S. [[14 CFR part 36]] aircraft noise requirements (RBHA 36); and
 - The ICAO Annex 16 (Volume II or U.S. [[14 CFR part 34]] environmental protection requirements (RBHA 34);
 - However, the RBHA is not limited to these requirements and may incorporate additional Brazilian requirements.

DAC address:

Departamento de Aviação Civil
Subdepartamento Técnico
Divisão de Aeronavegabilidade e Engenharia de Manutenção
Rua Santa Luzia 651, 3º andar
Centro
20030-040 Rio de Janeiro - RJ
Brazil

Fax No. (55) (21) 544-8204
Phone No. (55) (21) 814-6722 / 814-6752
Internet: www.dac.gov.br

- 13.2 Centro Técnico Aeroespacial (CTA). The CTA is responsible for the issuance of design and production approvals for aircraft and other related aeronautical products and therefore issues the following documents:

- CHT - type certificate for aircraft, aircraft engines and propellers;
- APAA - attestation of approved aeronautical products for Class II or III products;
- CHST - supplemental type certificate for aircraft, aircraft engines and propellers;
- CHE - production certificate for Brazilian manufacturers of approved aeronautical Products; and
- CAE - export certificate of airworthiness.

CTA address:

Centro Técnico Aeroespacial
Instituto de Fomento e Coordenação
Divisão de Homologação Aeronáutica
P.O. Box 6001
12231-970 São José dos Campos - SP
Brazil

Fax No. (55) (12) 341-4766
Phone No. (55) (12) 341-4977 / 341-4600
Internet: www.ifi.cta.br/fdh

- 13.3 Diretoria de Eletrônica e Proteção ao Voo (DEPV).
The DEPV is responsible for the Air Traffic Control System.

DEPV address:

Diretoria de Eletrônica e Proteção ao Voo
Av. Gal. Justo 160 - 5º andar
Castelo
20021-130 - Rio de Janeiro - RJ
Brazil

Fax No. (55) (21) 212-5206
Phone No. (55) (21) 212-5205
Internet: www.depv.maer.mil.br

- 13.4 Centro de Investigação e Prevenção de Acidentes Aeronáuticos (CENIPA).
The CENIPA is responsible for accidents investigation.

CENIPA address:

Centro de Investigação e Prevenção de Acidentes Aeronáuticos
Anexo do C.Aer. 1 Andar
Esplanada dos Ministérios - Bloco "M"
70045 - Brasília - DF

Fax No. (55) (61) 313-2597
Phone No. (55) (61) 313-2345

14. DEFINITIONS, ABBREVIATIONS AND ACRONYMS

APPA - Atestado de Produto Aeronáutico Aprovado
(Attestation of Approved Aeronautical Products)

CENIPA - Centro de Investigação e Prevenção de Acidentes Aeronáuticos
(Aeronautical Accidents Investigation and Prevention Center)

CHT - Certificado de Homologação de Tipo
(Type Certificate)

CHST - Certificado de Homologação Suplementar de Tipo
(Supplemental Type Certificate)

CI - Circular de Informação
(Informative Circular)

Class I product - means a complete aircraft, aircraft engine or propeller.

Class II product - means an OTP (TSO or equivalent) approved article or a major component of a Class I product (e.g., wings, fuselage, empennage assemblies, landing gears, power transmissions, control surfaces, etc.)

Class III product: - any part or component which is not a Class I or Class II product, and includes standard parts (i.e., those designed as [[AN]], NAS, SAE etc.).

CTA - Centro Técnico Aeroespacial
(Aerospace Technical Center)

DAC - Departamento de Aviação Civil
(Department of Civil Aviation)

DEPV - Diretoria de Eletrônica e Proteção ao Vôo
(Electronics and Flight Protection Directorate)

FAA - Federal Aviation Administration (USA)

FDH - Divisão de Homologação Aeronáutica
(Aeronautical Certification Division)

IAC - Instrução de Aviação Civil
(Civil Aviation Instruction)

ICAO - International Civil Aviation Organization

IFI - Instituto de Fomento e Coordenação Industrial
(Industrial Fostering and Coordination Institute)

JAA - Joint Aviation Authorities

JAR - Joint Airworthiness Requirements

RBHA - Regulamentos Brasileiros de Homologação Aeronáutica
(Brazilian Requirements for Aeronautical Certification)

TSO - Technical Standard Order

VLA - Very Light Aircraft

15. ANNEXES

Annex A: Form FDH-300-11 - Application for Certification Works. [[Not shown in this document. Available from Internet www.ifi.cta.br/fdh/]]

BRUNEI DARUSSALAM - SPECIAL REQUIREMENTS

(Revised - September 7, 1996)

1. GENERAL.

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in Brunei Darussalam of aeronautical products of United States origin imported from the United States.

1.2 Authority for aircraft registration and certification is vested in the Department of Civil Aviation (DCA); correspondence should be addressed to:

Department of Civil Aviation
Brunei International Airport
Bandar Seri Begawan, 2015
Brunei Darussalam

1.3 Brunei Darussalam does not issue Type Certificates.

1.4 Eligibility for the issue of a Brunei Certificate of Airworthiness is determined by:

(a) Compliance with the appropriate requirements of paragraphs 2, 3 and 4 of this document (but see also paragraph 5).

(b) Compliance with:

(i) Additional directives issued by the United Kingdom Civil Aviation Authority.

(ii) Airworthiness Notices issued by the United Kingdom Civil Aviation Authority.

NOTE: Compliance with this sub-paragraph (b) is not essential before export to Brunei Darussalam. However, as it may be difficult to establish conformity in Brunei Darussalam, details of any relevant service document and modification status will be helpful to the Brunei user.

(c) Completion of a flight test in accordance with a DCA approved Airworthiness Flight Test Schedule unless otherwise agreed by the DCA.

2. ELIGIBILITY FOR EXPORT TO BRUNEI DARUSSALAM.

2.1. Aircraft, Aircraft Engine or Propeller.

Compliance with 14 CFR part 21, (Subpart L).

2.2. Aircraft Parts, Aircraft Engine Parts, Propeller Parts, Components, or Appliances.

Airworthiness Approval Tag (FAA Form 8130-3).

3. ADDITIONAL REQUIREMENTS.

3.1 This subject identifies those design requirements additional to [[14 CFR]] certification basis which must be satisfied for a particular aircraft type to be eligible for Brunei certification.

3.2 Additional Requirements for Brunei certification are not specified for fixed wing aircraft:

- (a) below a maximum authorized weight of 2730 kg (6000 lbs).
- (b) below a maximum authorized weight of 5700 kg (12500 lbs) when certification will not be applied for in the Transport or Aerial Work Categories.

NOTE: Brunei air navigation legislation requires the carriage of equipment on scales related to the purpose for which the aircraft is being flown. The aircraft commander is responsible for determining that an aircraft is properly equipped for any proposed flight.

3.3 For all aircraft other than those defined in paragraph 3.2 the DCA may prescribe Additional Requirements. Details for any individual aircraft type will be supplied on written application; a limited type evaluation by the DCA may be required when no previous example has been certificated in Brunei Darussalam. Equipment required to be carried on flights for the purpose of public transport, to satisfy Brunei air navigation legislation, will also be specified.

4. SPECIAL REQUIREMENTS.

4.1 This subject identifies those special administrative requirements which must be satisfied for particular products to be eligible for Brunei registered aircraft.

Applicability Code:

- + Required only with first of type and model exported to Brunei Darussalam.
- * Required only for aircraft with a maximum authorized weight greater than 5700 kg (12500 lbs).

4.2 All Aircraft.

* (a) Statement of build standard. This statement must include the aircraft specification, changes in design to satisfy Brunei Additional Requirements and a list of Service Bulletins incorporated during manufacture. The list of Service Bulletins incorporated must identify:

- (i) Production versions of the Service Bulletins.
- (ii) Service Bulletins.
- (iii) Alert Service Bulletins.
- (b) Copy of the production flight test report or a statement that no flight test has been completed.
- (c) Modification standard. This must include:
 - (i) Customer options and equipment incorporated including items of equipment not necessarily installed by the manufacturer of the aircraft.
 - (ii) Service Bulletins compliance.
- (d) Export Certificate of Airworthiness (see paragraph 4.4 of this document).
- + (e) A copy of the aircraft Type Certificate Data Sheet.

(f) Details of any alterations which may have been embodied under the Supplemental Type Certificate (STC) procedure.

NOTE: Any STC which has been embodied but not previously investigated by the DCA will be subject to evaluation before a Brunei Certificate of Airworthiness is issued.

(g) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Brunei operator.

(h) The FAA Approved Flight Manual or Pilot's Operating Handbook for the individual aircraft concerned, for approval by the DCA.

(i) Airframe/engine/propeller/auxiliary power unit log books.

* (j) Seating configuration approval document, where relevant.

+ (k) Maintenance Review Board document, where relevant.

+ (l) A summary of FAA approved retirement life limitations.

+ (m) Electrical load analysis.

NOTE: For aircraft other than first of type, the DCA requires sufficient information to be available to determine the effect of customer options, etc., on the supply of electrical energy to essential services.

+ (n) FAA approved Master Minimum Equipment List, where applicable.

(o) Weighing report and associated weight schedule.

+ (p) Manuals required by the DCA:

	NO. REQUIRED
(i) The FAA approved Flight Manual or Pilot's Operating Handbook.	2 (but see also 4.2(h))
(ii) Airframe Maintenance Manual.	1
(iii) Operations Manual.	2
(iv) Weight and Balance/Loading Procedures.	1
(v) Engine Maintenance Manual.	1
(vi) Structural significant items.	1
(vii) Maintenance planning guide including manufacturers recommended component overhaul lives.	1
(viii) Set of Service Bulletins and Service Letters or equivalent documents.	1

NOTE: A condition of Brunei certification of the first of a type is the provision by the Brunei applicant for certification of a continuing amendment service for the required manuals.

(q) Record of compass system and magnetic compass swings.

(r) Record of rigging checks.

(s) A statement that suitable tests and measurements have been made and recorded to establish the satisfactory performance of the installed radio/radar apparatus and their associated antennae. A list of antennae positions must be provided.

(t) Detailed list of equipment constituting the navigation and communications installation.

+ (u) Noise Type Certificate.

4.3 Used Aircraft.

In addition to the requirements specified in paragraph 4.2 (but (b) need not necessarily be complied with) the following information is required for used aircraft:

* (a) Maintenance program to which these aircraft have previously been maintained including:

(i) previous check cycle.

(ii) future check cycle.

* (b) Component overhaul life summary, including details of service life remaining and modification standards.

(c) Component and structure retirement life summary where applicable, including details of service life remaining.

* (d) Component and structural inspection program. This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTE: All used aircraft will be subject to a physical condition survey and review of the associated records, to the satisfaction of the DCA, before the issue of a Brunei Certificate of Airworthiness is considered. In addition, approval must be obtained from the DCA for the applicant's proposals for integration of the aircraft into a maintenance program approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import into Brunei Darussalam.

4.4 Requirement For Export Certificates Of Airworthiness (FAA Form 8130-4) to be issued.

(a) An Export Certificate of Airworthiness (FAA Form 8130-4) is required for any Class I product or engine module exported from the United States to Brunei Darussalam.

NOTE: In the case of aircraft, the Certificate shall not have been issued more than sixty [[days]] prior to the date of presentation for Brunei certification, unless otherwise agreed by the DCA.

(b) When Additional Requirements have been notified to the FAA or FAA designee in accordance with paragraph 3.4 [[paragraph 3.4 not enclosed in this advisory circular.]] of this document, the Certificate shall be so endorsed as to provide a detailed status of compliance. Items of non-compliance do not require a waiver from the DCA providing they are so endorsed on the Certificate, as Brunei Darussalam is principally concerned with establishing the status of compliance at the time of export from the United States.

(c) The Certificate shall be accompanied by a document furnished by the applicant (e.g., a log book) which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. This document shall also identify those AD's containing a repetitive compliance requirement and when compliance is next due to be satisfied. All AD's shall be complied with prior to the issue of the Certificate unless a waiver has been issued by the DCA.

4.5 Appliances - General.

(a) The DCA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag which has a United Kingdom Civil Aviation Authority (CAA) registration number quoted. For the purpose of this procedure, an appliance means any instrument, equipment, mechanism, apparatus, or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft, but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor.

(b) In the case of an appliance which has not been granted a CAA registration number and which meets either of the following alternatives then application for acceptance of the appliance shall be made to the DCA.

(i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) as published in [[14 CFR, (Subpart O)]] and [[14 CFR part 21.305 (b)]]; or,

(ii) In lieu of approval under a Technical Standard Order, the appliance has been accepted by the FAA as meeting the applicable [[14 CFR]] and the terms of the applicant's specifications.

(iii) Individual appliances will be accepted by the DCA on the basis of an Airworthiness Approval Tag (FAA Form 8130-3) issued by the FAA. The FAA certification may be made on behalf of the FAA by authorized persons delegated by the FAA, and the FAA assumes full responsibility for the certification.

(c) In the case of an appliance by which approval is implied by certification of the aircraft in which the appliance is installed, sufficient information shall be supplied to the user and be supplied with an FAA Airworthiness Approval Tag.

4.6 Radio Appliances. The DCA may require a declaration of design and performance in the format specified in the current issue of British Standard Specification G.100. Details for any individual type of radio appliance will be supplied on written request.

NOTE: Where a radio appliance has been approved by the United Kingdom Civil Aviation Authority, the item will be accepted by the DCA without further investigation. The relevant CAA approval number must be quoted on the FAA Airworthiness Approval Tag.

4.7 Products other than aircraft or appliances.

(a) Engines (including APUs), engine modules, and propellers:

- (i)** Export Certificate of Airworthiness (refer to paragraph 4.4).
- (ii)** Service Bulletin compliance statement.

(b) Class II as defined in [[Subpart L of 14 CFR part 21]]:

- (i)** FAA Airworthiness Approval Tag.

(c) Class III as defined in [[Subpart L of 14 CFR part 21]]:

- (i)** FAA Airworthiness Approval Tag, or

(ii) A certification by the manufacturer of the product concerned was manufactured under a Production Certificate granted under [[Subpart F of 14 CFR part 21]], a Parts Manufacturing Approval granted under [[Subpart K of 14 CFR part 21]], or a Technical Standard Order authorization granted under [[Subpart O of 14 CFR part 21]] as appropriate.

5. SPECIAL CONDITIONS.

Where an aircraft is of unusual or novel design, the DCA reserves the right to prescribe Special Conditions or refuse certification. Applications for Brunei Darussalam certification are advised to give early notification to the DCA of any aircraft type in this classification.

CANADA - SPECIAL REQUIREMENTS

(Revised - April 24, 1997)

SECTION 1. - INTRODUCTION.

The manner in which Transport Canada, Civil Aviation (TCCA) accepts aeronautical products from the United States is governed by the Canada-U.S. Bilateral Airworthiness Agreement (BAA) which was effected by an Exchange of Notes on August 31, 1984. The means of implementing the BAA is specified in a revised Schedule of Implementation Procedures signed by the Administrator of the FAA and the Assistant Deputy Minister, Aviation in May 1988.

SECTION 2. - APPROVAL OF TYPE DESIGN.

Note: Effective October 10, 1996, the term "Type Approval" has been changed to "Type Certificate". The latter will be used herein.

An Aircraft Type Certificate issued by TCCA is a prerequisite in establishing eligibility of an aircraft for a Canadian Certificate of Airworthiness. An aircraft engine, propeller, or appliance intended for use in Canada must have its type design approved or accepted by TCCA.

The approval or acceptance of the type design of an aeronautical product involves a type design examination, which is the process that allows TCCA to gain knowledge of the product and ensure that the Canadian basis of certification has been met. The certification process is designed to take utmost advantage of the existing bilateral agreement by providing maximum credit as practicable to the FAA's type certification activities.

The regulations and standards applicable to design approval procedures are those of Canadian Aviation Regulations (CAR) Part V, Subparts 11 and 13, and (Canadian) Airworthiness Manual Chapters 511 and 513. The obligations of a Type Certificate holder, which includes the provision of manuals at no charge, are identified in CAR Part V, Subpart 11 section 511.31.

An applicant for a Canadian Type Certificate shall make application through the FAA, with a request that the application and related information be forwarded to the address provided in Section 2.5, TCCA Contact. An early application, preferably when applying for the FAA Type Certificate, is recommended in order to minimize delay and to provide ample time for the resolution of problems associated with type certification activities. Each application will be processed in order to establish the Canadian basis of certification and to determine the extent of the activities needed to complete the Canadian type certification. The applicant and the FAA will subsequently be advised of any required type certification with the objective of assuring compliance with Canadian standards, avoiding duplication of efforts and utilizing FAA knowledge and expertise to the extent possible.

2.1 Aircraft, Aircraft Engine, Propeller.

(a) Designed and Manufactured in the U.S.

Effective June 1, 1989, all new U.S. aircraft types not previously accepted for use in Canada, require a Canadian Aircraft Type Certificate prior to the aircraft being eligible for a Canadian Certificate of Airworthiness.

With few exceptions, such as commuter and unusual designs, it is the current policy of TCCA to accept FAA Type Certificates issued for [[Title 14 of the Code of Federal Regulation (14 CFR) parts 23, 27, 33, and 35]] products as an acceptable Canadian type design approval. Also, except for a small number of Additional Technical Conditions, the majority of products certified to the

standards of [[14 CFR part 25]] and intended for corporate application are accepted by TCCA. Upon application, a corresponding Canadian Type Certificate will be issued for these products based on the FAA Type Certificate and an FAA statement of compliance with the Canadian basis of certification.

[[Title 14 of the Code of Federal Regulation part 23]] commuter category aeroplanes, [[14 CFR part 25/14 CFR part 29]] transport category aircraft intended for commercial operation, and engines and propellers intended for installation on Canadian designed aircraft are subject to a type design examination and approval by TCCA. Upon establishing compliance with the Canadian basis of certification, a Canadian Type Certificate will be issued for the product category.

TCCA will advise the U.S. applicant, through the FAA, of Additional Technical Conditions. These Additional Technical Conditions are the requirements, including Special Conditions, Canadian Additional Airworthiness Requirements, and environmental requirements, that might be specified by TCCA in addition to the FAA basis of certification to assure compliance with the Canadian basis of certification.

(b) Designed and Manufactured in a Country other than Canada or the U.S.

Aeronautical products which were designed and manufactured in a country other than Canada or the United States require Canadian Type Certificates. The Type Certificate is based on a type design examination by TCCA of the type certification issued by the airworthiness authority having jurisdiction in the state of design. The procedure is similar to that specified in Section 2.1 (a) above, except that TCCA will deal with the airworthiness authority having jurisdiction in the state of design.

(c) Designed and Manufactured in the U.S. and Another Country.

Aeronautical products having a type design approval in one country and being manufactured in another country, one of which is the United States, are eligible for Canadian Certificates of Airworthiness provided there is a Canadian Type Certificate and an agreement on continuing airworthiness responsibilities.

2.2 Appliances.

Appliances intended for installation on Canadian registered aircraft must conform to design and performance standards approved or accepted by TCCA. The applicant should contact TCCA for information on applicable standards and the extent of review required for a given appliance.

Appliances manufactured under a Technical Standard Order (TSO) authorization or an FAA letter of TSO design approval, as issued to an applicant located in the United States or Canada, do not require separate TCCA approval where the TSO has been adopted as the Canadian standard. The TSO authorization or FAA letter of TSO design approval is accepted by TCCA without any further review being necessary.

2.3 Parts Manufacturing Approval (PMA).

Except where it forms part of an aeronautical product for which the FAA has jurisdiction over the initial type design, any PMA part installed or intended for installation on a Canadian registered aircraft requires the prior approval of TCCA.

2.4 Supplemental Type Certificate (STC).

An FAA STC intended for incorporation on a Canadian registered aircraft or on an aeronautical product that is installed on a Canadian registered aircraft requires the approval or acceptance by TCCA. The STC is subject to examination by TCCA, and the extent of review is

dependent upon the complexity of the change in type design, the product affected, the product category, and the state responsible for initial type design. An applicant seeking approval or acceptance of an FAA STC, or issuance of a corresponding Canadian STC, should contact TCCA for detailed information and requirements.

Design approvals granted under the FAA field approval procedures (FAA Form 337) are not recognized by TCCA. Such design changes will be treated on a case-by case basis depending on complexity, compliance with applicable requirements, and possible impact on continued safe flight and landing. Accordingly, a separate TCCA approval may be issued, dependent on findings.

2.5 TCCA Contact.

All questions relating to Canadian type design approval of aeronautical products, as specified in Section 2 above, should be addressed to:

Chief, Projects Management (AARDE)
Aircraft Certification Branch
Transport Canada, Civil Aviation
Place de Ville, Tower C
330 Sparks Street
Ottawa, Ontario
Canada K1A 0N8

Facsimile: (613) 996-9178
Telephone: (613) 952-4339

Note: TCCA web-based information is available at site - <http://www.tc.gc.ca>. Queries may be forwarded using the feedback feature in the Civil Aviation web page.

SECTION 3 - TCCA CONDITIONS FOR ACCEPTANCE OF AERONAUTICAL PRODUCTS.

The installation of (FAA) Class II or III products, which include TSO and PMA parts, on a Canadian registered aircraft or on an aeronautical product that is installed on a Canadian registered aircraft must be done in a manner acceptable to TCCA. Where the installation constitutes a major modification, the installation should be done in accordance with data approved or specified by TCCA as required by CAR Part V, Subpart 71.

Clarification on the acceptability or eligibility of a product for installation on a Canadian registered aircraft or on an aeronautical product installed on a Canadian registered aircraft may be directed to TCCA.

3.1 (FAA) Class I Aeronautical Products - Aircraft, Aircraft Engine, Propeller.

A Class I product is eligible for import into Canada where it can be shown and TCCA is satisfied that the product conforms to the Canadian approved type design and is in a condition for safe operation. The preferred method of showing conformity is by means of an Export Certificate of Airworthiness, which must be properly certified by the FAA and shall include the following information:

- (1) a certification of conformity to the type design specified in the Canadian Type Certificate;
- (2) a list of any major modifications and major repairs approved by the FAA and embodied in the product; and

(3) a list of all applicable airworthiness directives or equivalent mandatory notices, issued by the FAA, indicating which have been complied with.

Where a product is imported without an Export Certificate of Airworthiness, or other acceptable document, the product will not be eligible for use in Canada until conformity to the approved type design is established pursuant to Chapter 507 of the Airworthiness Manual.

3.2 (FAA) Class II Aeronautical Products - Parts and Appliances.

Imported parts and appliances are eligible for installation on Canadian registered aircraft where the product conforms to approved design data and is in a condition for safe operation.

For Class II products imported directly from the United States, TCCA will accept as proof of conformity:

(1) a signed certification on a company inspection release note, tag or other shipping document stating the name and address of the company, and FAA approval number of Production Certificate (PC), PMA, TSO authorization, or Repair Station Certificate as applicable;

(2) a signed certification, showing the name and address of the supplier, referencing the original documentation issued by a company holding a PC, PMA, TSO authorization or Repair Station Certificate. An acceptable alternative would be for the supplier to attach a copy of the original documentation to his certificate; or

(3) an FAA Airworthiness Approval Tag, Form 8130-3 signed by the FAA or its representative.

3.3 (FAA) Class III Aeronautical Products - Standard Aircraft Parts and Materials.

Standard aircraft parts and materials are eligible for installation on Canadian registered aircraft where the product:

(1) conforms to the design data for the aeronautical product which they are a part or component; or

(2) conforms to a recognized government or industry national standard (e.g., AN, SAE, NAS, etc.);

(3) is identified with the manufacturer's name and part number, either on the product or the packaging whichever is appropriate; and

(4) is in a condition for safe operation.

TCA will accept as proof of conformity a company release document with a statement certifying the product conforms to its recognized standard or specification.

3.4 Product Identification.

Products imported into Canada must be identified in accordance with CAR Part II, Subpart 1.

3.5 Licensing Conditions

To facilitate the licensing of an imported aircraft in Canada, the following documentation should be forwarded by the U.S. exporter to the Manager, Airworthiness in the Transport Canada Region in which the purchaser is located (addresses of the five Regions and their geographical boundaries are contained in the Attachment 1).

- (1) FAA Export Certificate of Airworthiness, as specified in Section 3.1 above.
- (2) Evidence of transfer of ownership to the Canadian purchaser from the last U.S. recorded owner, or in the case of a new aircraft, the manufacturer.

The FAA may notify in writing the appropriate TCCA Manager, Airworthiness of the issuance, or preparation for issuance, of an Export Certificate of Airworthiness. The notification must identify the name and address of the FAA inspector or its representative.

Canadian nationality and registration marks may be obtained by a Canadian purchaser on application to a TCCA Regional office.

CANADA - SPECIAL REQUIREMENTS (Continued)

ATTACHMENT 1

REGIONAL OFFICES AND GEOGRAPHICAL BOUNDARIES

Listed below are the addresses (and the geographical boundaries) of the five Regional Offices of Transport Canada, Civil Aviation:

Pacific Region

Regional Manager Aircraft Certification
Transport Canada
800 Burrard Street, Room 620
Vancouver, British Columbia
Canada V6Z 2J8

Boundaries: The province of British Columbia.

Prairie and Northern Region

Regional Manager Aircraft Certification
Transport Canada
1100-9700 Jasper Ave.
Edmonton, Alberta
Canada T5J 4E6

Boundaries: The provinces of Manitoba, Saskatchewan, and Alberta, the Yukon and Northwest Territories, including all their islands, Hudson Bay, James Bay and all Canadian waters north of 60 degrees north latitude.

Ontario Region

Regional Manager Aircraft Certification
Transport Canada
4900 Young Street
Suite 300
Willowdale, Ontario
Canada M2N 6A5

Boundaries: The province of Ontario

Quebec Region

Regional Manager Aircraft Certification
Transport Canada
700 rue Leigh Capreol
Dorval, Quebec
Canada H4Y 1G7

Atlantic Region

Regional Manager Aircraft Certification
Transport Canada
P.O. Box 42
Moncton, New Brunswick
Canada E1C 8K6

Boundaries: The provinces of New Brunswick, Newfoundland and Labrador, Nova Scotia, and Prince Edward Island.

REPUBLIC OF CHILE - SPECIAL REQUIREMENTS

(Revised May 8, 2000)

1. INTRODUCTION

This document prescribes the special requirements and procedures that applicants from the USA must comply [[with]] if [[they]] intend to export aeronautical Class I, II and III products from the United States of America to the Republic of Chile. Since Chile and the United States of America have no bilateral agreement for the reciprocal acceptance of aeronautical products, Chile reserves its right to accept the importation of aeronautical products only after reviewing its type design to establish they are in accord with Chilean national standards.

2. CHILEAN AIRWORTHINESS AUTHORITY

2.1. The responsibility for controlling flight safety of civil aviation in Chile is a task of the DIRECCION GENERAL DE AERONAUTICA CIVIL (DGAC.). The address is:

DIRECCION GENERAL DE AERONAUTICA CIVIL
MIGUEL CLARO 1314, PROVIDENCIA
SANTIAGO, CHILE

TELEPHONE: (562) 204 7676 - 204 7715
FAX: (562) 209 5000

2.2. The organization in the DGAC directly concerned with aeronautical products type and airworthiness certification, is the SUBDIRECCION DE INGENIERIA (SDI), its address is:

SUBDIRECCION DE INGENIERIA
COYANCURA 2283, OF 201, PROVIDENCIA
SANTIAGO, CHILE

TELEPHONE: (562) 4107 691 - 335 5686 - 335 5595
FAX: (562) 335 5710

3. DEFINITIONS

DGAC: Dirección de Aeronáutica Civil

SDI: Subdirección de Ingeniería of the DGAC

Class I Product: Means an aircraft, aircraft engine or propeller with a Type Certificate issued according to the applicable requirements of the Reglamento de Aeronavegabilidad DAR 08, and for which a Data Sheet or Specifications has been issued or which is identical to a product having a Type Certificate, already approved or validated by DGAC.

Class II Product: Is a major component of a Class I product (e.g. wing, fuselage, landing gear, helicopter power drive, etc.) whose failure could endanger the safety of a Class I Product, or a part, material or accessory approved and manufactured under a Technical Standard Order Series C, according to the FAA definition.

Class III Product: Part or component that is not a Class I or II product. It includes standard parts such as AN, NAS, and SAE parts.

Type Design: Drawings and specifications of an aeronautical product and a listing of the defining configuration and design characteristics of the product and showing compliance with applicable specifications and airworthiness requirements.

4. CHILEAN AIRWORTHINESS REQUIREMENTS

Chilean requirements for the design, manufacturing and airworthiness certification of aeronautical products are set forth in the Reglamento de Aeronavegabilidad, DAR 08. This document establishes the following airworthiness requirements as the Chilean national standards.

For sailplanes and powered sailplanes: Joint Airworthiness Requirements, JAR 22 “Airworthiness standards sailplanes and powered sailplanes” of the Joint Aviation Authorities (JAA) of the European Community.

For small airplanes: [[Title 14 of the Code of Federal Regulations (14 CFR) part 23]] “Airworthiness Standards: normal, utility, acrobatic and commuter Airplanes” of the Federal Aviation Administration (FAA).

For transport airplanes: [[14 CFR part 25]] “Airworthiness Standards: transport category airplanes”.

For rotorcraft of normal category with maximum weights up to 2,700 kg (6,000lbs): [[14 CFR part 27]] “Airworthiness standards: Normal category rotorcraft”.

For transport category rotorcraft: [[14 CFR part 29]] “Airworthiness standards: Transport category Rotorcraft”.

For manned free balloons: [[14 CFR part 31]] “Airworthiness standards: Manned free balloons”.

For aircraft engines: [[14 CFR part 33]] “Airworthiness standards: Aircraft engines.

For aircraft propellers: [[14 CFR part 35]] “Airworthiness standards: Propellers”.

Noise Requirements: An aircraft will be eligible for airworthiness certification in Chile if it meets the noise standards set forth in ICAO Annex 16.

5. GENERAL IMPORT REQUIREMENTS

5.1. Aircraft and other Class I products to be eligible for export to Chile must, in addition to the requirements prescribed in [[14 CFR part 21]], Subpart L, be of a type design approved by DGAC, be eligible for airworthiness certification in the United States and comply with the applicable requirements of paragraphs 6 to 10 of this document.

5.2. Class II and III products to be eligible for export to Chile must, in addition to the requirements prescribed in [[14 CFR part 21]], Subpart L, also comply with the applicable requirements of paragraphs 8 and 9.

6. ACCEPTANCE OF AIRCRAFT

When a new or used aircraft of a type and model already existing in the country is exported to Chile, the operator must apply to the SDI, for the first airworthiness certification, and comply with the following:

- (a) Register the aircraft in the Chilean Registro Nacional de Aeronaves.
- (b) The aircraft must have a Type Certificate issued by FAA, meeting the Chilean airworthiness requirements set forth in the Reglamento de Aeronavegabilidad DAR 08, (Paragraph 4), to the satisfaction of the DGAC.
- (c) The aircraft must be exported with an Export Airworthiness Certificate (FAA Form 8130-4). This certificate must have been issued in the last 90 days prior to the date of submittal of the certification application. The Export Airworthiness Certificate shall specify that the aircraft complies with the [[14 CFR part applicable]] to the product and shall indicate the corresponding Type Certificate. The non-submittal of the Export Airworthiness Certificate implies that the aircraft is not airworthy and the most complete inspection considered in its approved maintenance program shall be carried out. All its life limited components must be replaced or overhauled. These works must be performed in a DGAC approved, appropriately rated and current repair station.
- (d) Any FAA approved Supplemental Type Certificates (STC), applied to the aircraft must be listed on the Export Airworthiness Certificate. All supplements published for these STC's must be incorporated in the Aircraft Flight Manual.
- (e) The special requirements set forth in paragraph 9.

7. ACCEPTANCE OF ENGINES AND PROPELLERS

To be exported and installed in an aircraft registered in Chile, an aeronautical product (other than an aircraft), must comply with the following:

(a) Have a Type Certificate issued by the FAA. The corresponding type design must comply with the Reglamento de Aeronavegabilidad DAR 08, (Paragraph 4), requirements to the satisfaction of the DGAC.

(b) It must be exported with an Export Airworthiness Certificate (FAA Form 8130-4). This certificate must have been issued in the last 90 days prior to the submittal of the certification application. The Export Airworthiness Certificate shall specify that the item complies with the [[14 CFR part applicable]] and shall indicate the corresponding Type Certificate. Any FAA approved Supplemental Certificates (STC), applied to the item listed on the Export Airworthiness Certificate.

(c) Used engines and propellers which are not being exported as part of a certificated aircraft must have been recently overhauled.

8. COMPONENTS, PARTS AND ACCESSORIES

8.1. Exported Class II and Class III products will be approved for installation in aircraft registered in Chile provided [[those products]] comply with the applicable provisions of [[14 CFR part 21, Subpart L]] and the Chilean airworthiness requirements set forth in the “Reglamento de Aeronavegabilidad” DAR 08 or [[14 CFR part 21]], and that they have been manufactured under an FAA approved production system:

The parts must be exported with the Export Airworthiness Approval Tag, (FAA Form 8130-3 “Airworthiness Approval Tag”).

8.2. Class II and Class III products may be exported as spare parts for installation on aircraft of Chilean registry provided [[those products]] meet the former conditions and [[those products]] are new and manufactured under an approved production system or recently overhauled, according to the definition stated in “Reglamento de Aeronavegabilidad” DAR 08 or 14 CFR part 43. The parts must have the airworthiness approval tag for Export signed by the Aviation Authority and an approved FAA Repair Station with current authorization, according to the procedure set forth in [[14 CFR part 145]]. The DGAC reserves the right to accept the technical quality of the Repair Station and authorize the parts installation on a Chilean registered aircraft or aircraft component.

8.3. In the case of Class II and Class III products, the manufactures or exporters must indicate in the corresponding invoice or other document, that the product was manufactured under some of the following procedures established in 14 CFR part 21, stating the authorization, certificate or specification number:

- (a) Production Certificate (PC).
- (b) Approved Production Inspection System (APIS).
- (c) Parts Manufacturer Approval (PMA).
- (d) Technical Standard Order (TSO).

NOTE: These parts must be imported with any applicable historical records.

9. SPECIAL TRAINING REQUIREMENTS

9.1. Communications and Navigation Equipment

An aircraft must be equipped with the communications and navigation equipment set forth in DGAC Norm DAN 08-09. The equipment must be FAA approved for aircraft usage.

NOTE: Document RES 1096 is now DAN 08-09.

9.2. Instruments

An aircraft will be eligible for airworthiness certification in Chile if it is equipped as set forth in DGAC Norm DAN 08-09, which establishes the instrument and equipment requirements for Chilean registered aircraft. This equipment must be approved by the FAA for aircraft usage.

9.3. Markings and Signs

Required markings and [[placards]] in the cockpit, cargo compartment and exterior fuselage shall be either Spanish, English or bilingual (Spanish and English). Required markings and [[placards]] in the passenger cabin in transport category airplanes shall be in both Spanish and English languages. Identification plates must be in Spanish or English languages.

10. FIRST AIRCRAFT OF A GIVEN TYPE OR MODEL TO ENTER THE COUNTRY

10.1. General

Any aircraft of a new type and model to be registered in Chile, or an “N” registered aircraft that obtains DGAC approval to be used by a Chilean commercial operator under leasing or other arrangement, and also is the first of that type and model in the country, must get DGAC type design approval. The exporter or manufacturer shall present an application to the SDI and furnish all necessary engineering information and documentation to permit the DGAC to be acquainted with the type design.

DGAC will validate the existing type certificate, through a Certificate of Type Approval if it complies with the requirements of DAR 08 or will [[issue]] a Chilean Type Certificate if it needs to specify special conditions to the aircraft. Documentation may be in Spanish or English. The owner or manufacturer must present, for analysis, the following data:

10.2. Data and Documentation to Be Presented

- (a)** Type Certificate and corresponding Data Sheet.

(b) Statement by the FAA on the applicable certification rules, design criteria, text of special conditions, equivalent safety items and exemptions to the airworthiness or noise requirements, granted by the FAA.

(c) Three view drawing and general drawing of interior configuration.

(d) Drawings list.

(e) Aircraft equipment list.

(f) Master Minimum Equipment List.

(g) Compliance Check List, with the basis for certification, indicating for each item the compliance method with the certification standards, and the title or identification of the document, report, specification, drawing etc., documenting compliance.

(h) Information on basic loads or load hypothesis, showing the design loads, dimensions, materials, strength, and safety margins for all members of the primary airframe or a copy of the loads test where the type approval was issued on a test basis.

(i) Document describing the analysis and tests carried out to show suitability of the design with respect to the flutter requirements.

(j) List of reports, technical notes or reports submitted for the type certification.

(k) List of critical parts subject to fatigue and their service life, if this information is not included in any of the above documents.

(l) Electrical load analysis, specific for the operator configuration.

(m) Flight test report and the Type Inspection Report or equivalent document. The flight characteristics must be described suitably so as to calculate the aircraft performances within a reasonable range of weights, altitudes and atmospheric conditions. Operational limitations shall be stated.

(n) Report on production flight test, specific of the aircraft to be imported, if the aircraft is new.

(o) Modifications status with the list of deviations in relation to the original basic configuration and appropriate approval documentation.

(p) Drawing or list of markings and signs on the aircraft.

(q) Instructions for the continued airworthiness of the aircraft.

(r) The manufacturer must provide DGAC with a complete set of current aircraft and major components manuals. Including operation manual, maintenance, weight and balance, Non Destructive Inspection (NDI), wiring, overhaul and repair manuals, parts catalog, maintenance planning manual (MPD), service bulletins, etc..

(s) A copy of the Flight Manual and Operation Manual of the aircraft.

(t) Engine Type Certificate and corresponding Data Sheet.

(u) Instructions for the continued airworthiness of the engine and corresponding manuals, including a complete set of current engine and major components operation, maintenance, overhaul and repair manuals, parts catalog, service bulletins, etc.

(v) List of critical engine parts subject to fatigue and their service life, if this information is not included in any of the above documents.

(w) Propeller Type Certificate and corresponding Data Sheet.

(x) Instructions for the continued airworthiness of the propeller, including a complete set of current technical operation, maintenance, overhaul and repair manuals, parts catalog, service bulletins, etc..

(y) List of critical propeller parts subject to fatigue and their service life, if this information is not included in any of the above documents.

10.3. Additional Conditions

(a) Express commitment of the aircraft manufacturer to have SDI on its mailing list and provide on a permanent basis and at no cost to the DGAC, the manuals, documents and revisions to the above documentation, while the aircraft is registered in the Chilean Aircraft Registry.

(b) The DGAC may carry out an engineering review of the certification program at the manufacturer, or holder of the type certificate facilities. This review will include meetings with the FAA and if necessary, the U.S. manufacturer, which may result in additional technical conditions to be carried out by the manufacturer.

(c) The DGAC may ask for additional inspections or data, including flight tests, if the aircraft has unusual characteristics, has undergone major alterations or in any special condition.

(d) Any additional information on requirements and procedures for exporting aeronautical products to Chile can be obtained at the SDI.

PEOPLE'S REPUBLIC OF CHINA - SPECIAL REQUIREMENTS

(Revised - March 17, 1997)

1. INTRODUCTION. This document prescribes special requirements and procedures for exportation of aeronautical products to China, these special requirements which must be satisfied at the time of export for a particular product.

2. CHINESE AIRWORTHINESS AUTHORITY. The responsibility for controlling flight safety of civil aviation in China is a task of the General Administration of Civil Aviation of China. (Hereinafter referred to as CAAC.) The Aircraft Airworthiness Department (AAD) of CAAC is responsible for certification of civil aviation products.

CAAC-AAD address:

ATTN: Director, Airworthiness Liaison Division
Aircraft Airworthiness Department
General Administration of Civil Aviation of China
#155 Dong Si Street West
Beijing 100710 P.R. China
Fax: (8610) 64033087
Phone: (8610) 64048820

CAAC-AAD, Regional Airworthiness Offices:

ATTN: Director, Aircraft Airworthiness Division
North China Administration of CAAC
Beijing Capital Airport
100621 Beijing P.R. China
Fax: (8610) 64592342
Phone: (8610) 64592258

ATTN: Director, Aircraft Airworthiness Division
East China Administration of CAAC
Shanghai Hongqiao Airport
200335 Shanghai P.R. China
Fax: (8621) 62688950
Phone: (8621) 62688899-26124

ATTN: Director, Aircraft Airworthiness Division
Southwest China Administration of CAAC
Chengdu Shuangliu Airport
601202 Chengdu P.R. China
Fax: (8628) 5581340
Phone: (8628) 5581340

ATTN: Director, Aircraft Airworthiness Division
Northeast China Administration of CAAC
Shenyang Dongta Airport
110043 Shenyang P.R. China
Fax: (8624) 82957794
Phone: (8624) 8294338

- ATTN: Director, Aircraft Airworthiness Division
Northwest China Administration of CAAC
Xi'an Xiguan Airport
723000 Xi'an P.R. China
Fax: (8629) 4261526
Phone: (8629) 4261526
- ATTN: Director, Aircraft Airworthiness Division
South and Center Administration of CAAC
Guangzhou Bai Yun Airport
6510406 Guangzhou P.R. China
Fax: (8620) 86686946
Phone: (8620) 86122307
- ATTN: Director, Shanghai Aircraft Certification Center
East China Administration of CAAC
Shanghai Hongqiao Airport
200335, Shanghai, P.R. China
Fax: (021) 6268-8434
Phone: (021) 62687788-26217
- ATTN: Director, Xian Aircraft Certification Center
Northwest China Administration of CAAC
Laodong Nan Lu Zhong Duan
710082, Xian, P.R. China
Fax: (029) 4262470
Phone: (029) 8701074
- ATTN: Director, Shenyang Aircraft Certification Center
Northeast China Administration of CAAC
Shenyang Dongta Airport
110043 Shenyang, P.R. China
Fax: (024) 8294012
Phone: (024) 8294375
- ATTN: Director, Chengdu Aircraft Certification Center
Southwest China Administration of CAAC
Chengdu Shuangliu Airport
601202 Chengdu, P.R. China
Fax: (028) 5581340
Phone: (028) 5548889-3903

3. SPECIAL REQUIREMENTS FOR ISSUANCE OF TYPE VALIDATION CERTIFICATE FOR IMPORT AIRCRAFT. According to the "Regulations of Airworthiness of Civil Aircraft of the People's Republic of China" (June 1,1987), "Civil Aviation Products and Parts Certification Requirements", CCAR-21, and "Civil Aviation Products Import Certification Procedures" AP-21-01, the Chinese Type Validation Certificate for import aircraft is a prerequisite to issuance of a Chinese Certificate of Airworthiness and the following are the special requirements for issuance of Chinese Type Validation Certificate unless otherwise noted:

3.1 Application

An application form AAC-021 (5/95) (sample enclosed as attachment 1) shall be completed by the USA manufacturer of the concerned aircraft and forwarded to the CAAC-AAD through FAA aircraft certification office in which the applicant is located, together with the following documents, to permit the CAAC-AAD to become acquainted with the type design.

(a) A copy of the FAA aircraft (engine, propeller) type certificate and any applicable supplemental type certificates.

(b) A copy of the aircraft (engine, propeller) type certificate data sheets or specifications (includes any supplemental type specifications).

(c) The text of all FAA special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CAAC-AAD for review and validation.

(d) A compliance checklist with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provision, flight test, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.).

3.2 Certification

(a) CAAC-AAD will establish the Chinese requirements and special conditions for acceptance of the aircraft type and perform an engineering review in USA through meetings with the aircraft manufacturer and FAA representatives.

(b) In addition to on-site engineering review, CAAC-AAD may evaluate the Manufacturer's quality assurance system, if it is necessary.

(c) A final CAAC-AAD validation report will list the requirements for acceptance of the aircraft model, Type Certificate and Type Certificate Data Sheet revision number and date. CAAC-AAD data requirements will include all published documents (Airplane Flight Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Weight and Balance Manual, Service Bulletins, etc.) and Non-published documents (engineering reports, drawings, flight test results, manufacturer specifications etc.) deemed necessary to substantiate the Chinese approval and support the continuing airworthiness of the aircraft in China.

(d) The published documents will be provided in duplicate copies; one copy to the CAAC-AAD; another one to the regional airworthiness division in which the Chinese Airlines under its control, when first purchaser of this aircraft model. Both organizations must be included in the manufacturer's mailing list to receive regular updating of such documents. The published documents will include, but not limit, the following:

1. Airplane Flight Manual (AFM)
2. Flight Crew Operation Manual (FCOM)
3. Maintenance Review Board reports (MRB) or Maintenance requirements
4. Master Minimum Equipment List (MMEL)
5. Maintenance Manual (MM)

- Documents
6. Structural Repair Manual (SRM) and Supplemental Structure Inspection Documents (SSID)
 7. Weight and Balance Manual (WBM)
 8. Maintenance Planning Documents (MPD)
 9. Wiring Diagram Manual (WDM)
 10. Illustrated Parts Catalogs (IPC)
 11. Power plant Build-up Manual (PBM)
 12. Service Bulletins (SB) etc.

4. REQUIREMENTS FOR ISSUANCE OF CHINESE CERTIFICATE OF AIRWORTHINESS. A Chinese Certificate of Airworthiness will be issued only if the following requirements have been met:

- (a) The aircraft type must have a Chinese Validation Type Certificate.
- (b) The requirements of "Airworthiness Requirements for Civil Aircraft in Operation" (CCAR-121AA), "New Aircraft Airworthiness Inspection Procedures" (AP-121AA-04) and "Used Aircraft Airworthiness Inspection Procedures" (AP-121AA-03) must be complied with.

4.1 New Aircraft

The following documents are required for obtaining Chinese Certificate of Airworthiness.

- (a) FAA Export Certificate of Airworthiness for the aircraft, engines, and propellers.
- (b) A statement of Non-registered or De-registered for the Aircraft.
- (c) Statement of Modification Status which include:
 1. Customer options incorporated
 2. Equipment incorporated
- (d) Statement of compliance with Chinese special requirement and engineering reviewing including changed configuration and equipment.
- (e) Airworthiness Directives.
 1. A declaration of compliance with all Airworthiness Directives issued by FAA must be provided, where optional means of compliance are offered, the means chosen shall be stated.
 2. FAA Airworthiness Directives containing repetitive compliance requirements must be identified. Information as to when the next compliance is due must also be provided.
- (f) Production flight test reports and any statements regarding the corrective actions taken for defects during the production flight test.
- (g) A copy of significant Material Review Board records or significant deviation records.

- (h) Seat configuration approval documents, (pilot, crew member, passenger and special arrangement).
- (i) Weight and Balance report and weighing report.
- (j) A copy of Noise Certificate.
- (k) Records of compass system and magnetic compass swing.
- (l) Statement of Compliance with Service Bulletins and Alert Service Bulletins.
- (m) Equipment List.
- (n) FDR/CVR type and data format records and interpretation reports.
- (o) Time/life limitations.
- (p) Acceptance flight Test Report.
- (q) An Emergency and Life saving Equipment List.

4.2 Used Aircraft.

In addition to the requirements in paragraph 3.2 and, where applicable, in paragraph in 4.1, the following is also required for used aircraft:

- (a) A complete history of registration for the aircraft.
- (b) A complete history of the aircraft, engines, propellers, components and equipment including:
 - 1. The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations.
 - 2. The maintenance program to which the aircraft has previously been maintained, including previous check cycle and future check cycle.
- (c) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to mandatory life limitations.
- (d) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to an approved overhaul period.
- (e) Details of all changes of major structural components such as wings, tail planes, helicopter rotors or transmission components, and histories of all replaced components.
- (f) Details of major structural repairs including the nature of damage in each case.
- (g) A complete Airworthiness Directives list and "AD" status report.
- (h) A complete Service Bulletin List and "SB" status report.
- (i) A complete Operation and Maintenance record including a complete Log Book.

4.3 Language

(a) The required markings and placards in passenger cabin, in cargo, baggage or stowage compartments and in the aircraft exterior, shall be presented in Chinese or bilingual (Chinese and English) form.

(b) The Aircraft Flight Manual shall be identified as a Chinese Aircraft Flight Manual and shall include a statement regarding its applicability to Chinese registered aircraft.

5. SPECIAL REQUIREMENTS FOR ISSUANCE OF TYPE VALIDATION CERTIFICATE FOR IMPORT AIRCRAFT ENGINES AND PROPELLERS. The procedures for application of Aircraft Engines and Propellers Type Validation Certificate, engineering reviewing and documentation requirement are similar to paragraph 3 above.

6. SPECIAL REQUIREMENTS FOR ISSUANCE OF VALIDATION SUPPLEMENTAL TYPE CERTIFICATE FOR IMPORT AIRCRAFT. The procedures for application of VSTC, engineering and documentation requirement are similar to paragraph 3 above.

7. SPECIAL REQUIREMENTS FOR ISSUANCE OF VALIDATION OF DESIGN APPROVAL.

(a) An application form AAC-020(5/95) shall be completed by the USA manufacturer of the concerned equipment and forwarded to the CAAC-AAD through the FAA, together with the following documents:

1. Sufficient technical data to describe the product and its intended utilization;
2. Copy of the FAA approvals and the certification basis including the adopted standard or specification;
3. Statement of Compliance with the certification basis including a list (by title and number) of the substantiation reports developed for FAA certification;
4. The published documents such as: Maintenance and Overhaul manuals, Parts Catalog, Service Bulletins, etc., may also be required.

(b) After reviewing above documents, the CAA-AAD will advise the applicant by letter of any additional Chinese requirements or special conditions, and make, if necessary, any on-side engineering review.

(c) A Validation of Design Approval will be issued by CAAC upon compliance with the requirements established in paragraph (a) and (b) above.

NOTE: Unless having got CAAC installation approval, no above products can be installed on Chinese Registered aircraft.

8. PROCEDURE FOR APPROVAL OF OTHER CLASS II AND CLASS III IMPORT PRODUCTS.

(a) The USA manufacturer of such class II and class III equipment may be required to supply information and documentation as may be deemed necessary by the CAAC-AAD, to justify its installation on a class I product for which CAAC-AAD certification is sought.

(b) The CAAC-AAD approval of such product will be granted by the issuance of the Chinese Type Validation Certificate or Type Certificate for the class I product on which they are installed.

(c) Statement of compliance with [[14 CFR part 21, (Subpart L)]].

(d) Statement of compliance with all relevant Airworthiness Directives and Service Bulletins.

9. EXPORT AIRWORTHINESS APPROVALS. Each class II or class III product exported to China shall receive an FAA airworthiness approval tag (FAA Form 8130-3) in accordance with [[14 CFR part 21, (Subpart L)]].

10. CONTINUING AIRWORTHINESS. The USA manufacturer of product which has received the CAAC-AAD Type Design approval according to paragraph 3 through 8 shall be responsible for informing the CAAC-AAD of all relevant information regarding the continuous airworthiness of its product in China. This shall include prompt communication to CAAC-AAD of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and limitations.

11. NOISE REQUIREMENTS. The USA manufacturer who applies for an import Type Validation Certificate of a new type of aircraft shall comply with the noise requirements of the ICAO Annex 16 rules or Chinese special requirements.

12. REQUIREMENT FOR US REPAIR PARTS.

(a) Any US maintenance organizations performing maintenance work of civil aircraft registered in the P.R. China and/or parts must apply for a Maintenance Organization Certificate from the CAAC

(b) The "Airworthiness Approval Tag" (CAAC Form AAC-038) should be issued to the Aircraft and/or parts after maintenance for return to service.

PEOPLE'S REPUBLIC OF CHINA ATTACHMENT 1
GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA

**APPLICATION
FOR VALIDATION OF TYPE CERTIFICATE
OF CIVIL AVIATION PRODUCT**

1. Name of applicant _____

2. Address of applicant _____

3. Purpose of this application:

☐ Type certificate

☐ Type approval

☐ Supplemental type certificate

☐ Supplemental type approval

4. For type certificate/approval complete the following items:

Model designation applied for _____

Attach: Design explanation, main technical data, the airworthiness standards of the design
documentation, construction and performance, (including drawings).

5. For supplemental type certificate/approval, complete the following items:

Model designation of product to be modified _____

Description of type design change _____

6. I certify that the statement of this application and attachments furnished herein are correct and without error.

Name (signature) _____ Organization _____

Title _____ Date _____

PEOPLE'S REPUBLIC OF CHINA ATTACHMENT 1 (Continued)
GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA

**APPLICATION
FOR VALIDATION OF DESIGN APPROVAL
OF CIVIL AVIATION PRODUCT**

1. Name of applicant_____
2. Address of applicant_____
3. Name of the article for application_____
4. The applicant for validation of design approval should complete the following items:

(1) Model of material, part or appliance_____

(2) Type of aircraft on which material, part or appliance is to be installed_____

(3) The applicant shall submit the documents prescribed in CCAR21.90.

5. I certify that the statement of this application and attachments furnished herein are correct and without error.

Name (signature)_____ Organization_____

Title_____ Date_____

PEOPLE'S REPUBLIC OF CHINA ATTACHMENT 1 (Continued)

1 国家 Country	2 中国民用航空总局 CAAC <input type="checkbox"/> 符合性 Conformity <input type="checkbox"/> 通航性 Airworthiness 批准放行证书/适航批准标签 AUTHORIZED RELEASE CERTIFICATE/AIRWORTHINESS APPROVAL TAG				3 证书编号 Certificate Ref No.	
4 单位 Organization	5 工作单/合同单/货单 Work Order/Contract/Invoice					
6 序号 Item	7 内 容 Description	8 件 号 Part No.	9 适用性 Eligibility *	10 数 量 Qty	11 系列号/批号 Serial/Batch No.	12 产品状态 Status/Work
13 备注 Remarks						
14 新产品 New Parts 兹声明上述产品除第 13 项的其它规定以外,已按照上述国家适航条例进行制造/检查,并且该产品(出口产品)符合经批准的型号设计资料和进口国提出的专用要求。 Certifies that the Part(s) identified above except as otherwise specified in block 13 was (were) manufactured/inspected in accordance with the airworthiness regulations of the stated country and/or in the case of parts to be exported with the approved design data and with the notified special requirements of the importing country.			15 使用过的产品 Used Parts: 兹声明上述产品除第 13 项的其它规定外,已按照上述国家适航条例和进口国通知的特殊要求进行了工作,该产品处于安全可用状态可以批准放行使用。 Certifies that the work specified above except as otherwise specified in block 13 was carried out in accordance with the airworthiness regulations of the stated country and the notified special requirements of the importing country and in respect to that work, the part(s) is (are) in condition for safe operation and considered ready for release to service. (over)			
16 批准人签名 Signature		18 批准日期 Date		19 中国民航总局授权 Issued by or on behalf of the CAAC		
17 批准人姓名(打印的) Name(printed)						

* 参阅产品目录详细查找适用性
Cross-check eligibility for more details with parts catalogue

AAC--038(12/94)

PEOPLE'S REPUBLIC OF CHINA ATTACHMENT 1 (Continued)

批准放行证书/适航批准标签
AUTHORIZED RELEASE CERTIFICATE/AIRWORTHINESS APPROVAL TAG
使用者/安装者职责
USER/INSTALLER RESPONSIBILITIES

- (1) 必须明确: 本文件并不批准零件/组件/部件可以装到有关产品上。
- (2) 当使用者/安装者使用的是所在国适航当局条例, 而不是本表第 1 项中所指国家适航当局的条例时, 使用者/安装者必须保证所在国的适航当局能接受所指国家适航当局批准出口的零件/组件/部件。
- (3) 表中第 14 项、第 15 项的陈述, 并不说明本表是安装批准。在所有情况下, 航空器使用前, 航空器使用者/安装者应把按本国适航条例颁发的安装批准放入维修记录中。
- (1) It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.
- (2) Where the user/installer works in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1 it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.
- (3) Statements 14 and 15 do not constitute installation certification. In all cases the aircraft maintenance record must contain an installation certification issued in accordance with the national regulation by the user/installer before the aircraft may be flown.

COMMONWEALTH OF INDEPENDENT STATES - SPECIAL REQUIREMENTS

(Revised September 2, 1998)

1. GENERAL

1.1 This document prescribes basic requirements of the Aviation Register (AR) of the Interstate Aviation Committee, to aviation products imported from the U.S.A. into the following countries-signatories of the Minsk Agreement on civil aviation and use of aerospace (Republic of Azerbaydzhan, Republic of Armenia, Republic of Belarus, Republic of Georgia, Republic of Kazakhstan, Republic of Kirghizstan, Republic of Moldova, Republic of Tadzhikistan, Turkmenistan, Republic of Uzbekistan, Ukraine) hereinafter referred to as "the Minsk Agreement." Interpretation of these requirements and the right for their possible expansion lies within the authority of the AR.

1.2 Aircraft and other Class I products (see Subpart L of FAR Part 21) claimed for an AR type certificate should:

- comply with requirements of [[Title 14 of the U.S. Code of Federal Regulations (14 CFR)]] part 21, subpart L;
- follow the procedures and meet the requirements of paragraph 2 of this document.

1.3 Class II and III products claimed for export to the Minsk Agreement member-states should:

- comply with the applicable provision of FAR Part 21, Subpart L;
- follow the procedures and the requirements of paragraph 3 of this document.

1.4 Procedures for receiving approval to export to the Minsk Agreement member-states of Class II and III products of U.S. manufacture with no FAA approval are prescribed by a special FAA-AR agreement.

2. ISSUANCE OF AN AR TYPE CERTIFICATE.

2.1 The following procedure for receiving AR type certificate is prescribed for Class I products:

2.1.1 an applicant for receiving an AR type certificate shall be a manufacturer of the product or a holder of a U.S. type certificate.

2.1.2 An application letter for an AR type certificate or supplemental type certificate shall be submitted via relevant FAA office and addressed to: 7, Krzhizhanovsky, bld 1, Moscow, 117875, Russia.

2.1.3 The AR notifies the applicant and FAA of receiving the application and defines:

- the certification basis;
- data required in addition to the documents specified in paragraph 2.3, and coordination with the applicant.
- time and place of work of AR experts in corresponding FAA office or manufacturer's facility.
- time and place of conducting certification checks and flight tests.

2.2 Certification basis.

2.2.1 The basis for AR type certification of an aircraft, engine, propeller, as a rule, are applicable Airworthiness Standards (Aviation Regulations) effective in the Minsk Agreement member-states.

2.2.2 For products out of production, the rules applied may be such airworthiness requirements which the AR deem necessary in each individual case.

2.2.3 In some instances to provide the safety level required, the AR may impose additional requirements based on comparison analysis of the standards (Regulations) and aircraft service experience in the Minsk Agreement member-states.

2.3 Documentation required for receiving a type certificate.

2.3.1 For receiving an AR type certificate the following documents are to be submitted:

- a FAA type certificate;
- a type certificate data sheet;
- the FAA-approved Airplane Flight Manual;
- an aircraft description (e.g. detailed specifications);
- a list of documents that had been submitted for FAA certification;
- documents required for aircraft safe operation procedures.

2.3.2 All documents shall be accepted in the Russian or English languages, either as originals or their certified copies.

3. ISSUANCE OF AN AR APPROVAL FOR CLASS II AND CLASS III PRODUCTS.

3.1 Aircraft (engine) equipment that significantly affect airworthiness and safety of passengers and flight crew (e.g. flight-navigation and emergency rescue equipment) to be imported into the Minsk Agreement member-states separately and considered as Class II products, should be AR approved. This requirement does not cover spare parts of airplanes certificated.

An example list of such equipment may be sent by the AR upon request.

3.2 The AR approval covers the equipment specified in 3.1 when it is supplied:

3.2.1 for installation on aircraft undergoing AR certificated;

3.2.2 for installation on aircraft having been AR type certificated;

3.2.3 to be sold in the Minsk Agreement member-states for subsequent use in CIS civil aviation.

3.3 The AR approval of equipment imported for the purposes, specified in 3.2.1 and 3.2.2, may be granted provided that it was approved by the FAA by issuance of a TSO approval as required in [[14 CFR,]] part 21 subpart O or by any other procedure FAA-approved.

3.4 For receiving an AR approval of equipment imported for purposes specified in 3.2.3, relevant application shall be submitted to the AR.

3.4.1 Application for an AR approval should be made by a letter via an appropriate FAA office. The application for an AR approval of Class II equipment should be made by its manufacturer.

3.4.2 The AR shall acknowledge receipt of application and inform the applicant of any additional requirements, if these are deemed necessary to ensure an acceptable level of safety. If this may be required the AR shall advise the applicant of the desirable time and place for visiting manufacturing facilities.

3.4.3 The applicant shall provide the following documentation:

- a statement of compliance, submitted by manufacturer to the FAA;
- an FAA letter of design approval or an FAA letter of approval;
- information (description, drawings, etc.) which may be considered adequate for the AR to make a decision as to whether to impose any additional requirements;
- flight and maintenance manuals and documentation required for safe operation and continued airworthiness of equipment.

3.5 Class II equipment, except as specified in 3.1, and Class III equipment may not require AR approval if it is provided with export airworthiness tags in accordance with paragraphs 21.331 and 21.333 of FAR Part 21.

4. SUPPLEMENTS TO A TYPE CERTIFICATE.

4.1 Any major modification of product having been AR type certificated should be AR approved in accordance with the procedures specified in paragraph 2 of this document. "Major modifications" are defined in FAR Part 21, paragraph 21.93 (a) and (b).

5. ADDITIONAL REQUIREMENTS FOR TYPE CERTIFICATION.

5.1 An aircraft may be AR type certificated provided it's noise measurements at ground levels are in compliance with requirements of ICAO Annex 16 (FAR 36).

5.2 Before granting an AR type certificate, the AR may impose additional requirements due to possible differences between the certification basis of an aircraft as specified in Paragraph 2.2.1 and airworthiness to which it has been FAA type certificated. These additional requirements may be imposed because of:

- design features which were not specifically covered by requirements in the certification basis;
- use of metric system of measurements in the Minsk Agreement member-states;
- specifics of the CIS vertical separation system;
- differences in air traffic organization and air routes equipment requirements.

5.3 A list of additional requirements shall be included in AR's notification receipt of application.

CZECH REPUBLIC - SPECIAL REQUIREMENTS

(Revised June 1, 2000)

I. INTRODUCTION

Civil Aviation Authority (CAA) of the Czech Republic issues these special requirements for the imported aircraft products to the Czech Republic for the purpose of the improvement and the better understanding CAA Acceptance Procedures. These requirements should be used as the supplemental instructions for responsible inspectors or other designated persons issuing Export Airworthiness Document. CAA requires the issue of Export Airworthiness Document for imported Aircraft Products of Class I, II and III by exporting state. A Class I product is defined as a complete aircraft, aircraft engine, or propeller. A Class II product is a major component of an aircraft, aircraft engine, or propeller, the failure of which would jeopardize the safety of the aircraft, engine, or propeller or any part, material or appliance approved and manufactured under the Technical Standard Order (TSO) system or under Joint Technical Standard Order (JTSO) system. A Class III product is any part or component that is not a Class I or Class II product and includes standard parts [i.e., those designated as AN, NAS, SAE etc.]. Issued Export Airworthiness Document is the base for CAA to perform the Aircraft product Acceptance. The Acceptance of imported Aircraft must be performed in the facilities of the aircraft manufacturer or the national CAA approved service station, where aircraft type maintenance can be performed. CAA aircraft acceptance is made at the [[applicant's]] own charge.

II SPECIAL REQUIREMENTS FOR THE IMPORTED AIRCRAFT TO THE CZECH REPUBLIC

1. GENERAL

An aircraft type (model) version must be type accepted by CAA before Czech Certificate of Airworthiness in standard category and aircraft permanent registration are issued in the Czech Republic.

2. DOCUMENTS AND DATA REQUIRED

(a) for each individual new aircraft.

1. The Export Certificate of Airworthiness issued no longer than 60 days before the date the aircraft is entered on the Aircraft Register of the Czech Republic and the aircraft must not be flown more than 50 flight hours from the date of the issue of the Export Certificate of Airworthiness.

2. The weight and balance report containing a complete inventory of all equipment and instruments (equipment list).

3. A list of radio communication and navigation equipment installed, including make and model, and Part Number, radiated power, range of frequencies, type of modulation and operating instructions.

4. The aircraft producer state CAA approved flight manual including the last revision. A pilot's operating handbook or similar manual will be provided when no approved flight manual is required by the aircraft producer state CAA. This document must be in English or Czech language and the placards in the cockpit must be in the same language as this document.

5. The list of all AD's and modifications that have been incorporated during production for the airframe, the engine(s), the propeller(s), and the major equipment and components (such as APU).

6. The status of Life Limited Parts.

(b) for each individual used aircraft.

In addition to the documents listed in paragraph 2-a/, the following technical data and documents are required:

1. The certified logbooks or equivalent historical records, for the aircraft, the engine(s), the propeller(s), the major equipment and components (such as APU), containing information on operational times and cycles (since new and since last overhaul), maintenance, overhauls, repairs and modifications.

2. A detailed listing of all incorporated modifications including exporting state CAA approvals (Supplemental Type Certificates, operator's modifications, Service Bulletins or equivalent documents).

3. A listing of AD's (the compliance status of all one time AD's including date or time of compliance, the compliance status of all recurrent AD's stating time or date of compliance and next due time or date when compliance with AD is required, list of all not applicable AD's with brief reason for non-applicability).

4. The past maintenance schedule if it is different from recommended schedule of the aircraft producer, the approval of exporting state CAA is required.

5. The compliance status of all mandatory additional service instructions of the producer (service bulletins, service letters, services changes etc.) if they were applied during performing maintenance.

Note: This information is important for aircraft which should be certified for carrying passengers or cargo for compensation or hire.

3. ENTRY ON THE AIRCRAFT REGISTER OF THE CZECH REPUBLIC

An aircraft may not be entered on the Aircraft Register of Czech Republic unless among other:

(a) compliance with ICAO Annex 16, Volume I, Aircraft Noise, when applicable, is shown;

(b) its engines, when applicable, comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions, and;

(c) de - registration statement or statement that the aircraft has never been entered on the aircraft register of the exporting state is submitted.

III. SPECIAL REQUIREMENTS FOR THE IMPORTED ENGINES AND PROPELLERS WHICH ARE NOT BEING IMPORTED AS A PART OF A CERTIFICATED AIRCRAFT ACCORDING TO PART II.

The Export Certificate of Airworthiness must be issued for each aircraft engine and propeller for the import into the Czech Republic. Aircraft engines and propellers must have been newly made or overhauled. Each aircraft engine or propeller must be accompanied with logbook or similar document containing listings of incorporated modifications and Airworthiness Directives, Life Limited Parts and components records.

IV. SPECIAL REQUIREMENTS FOR CLASS II PRODUCTS

The export airworthiness approval tag must be issued for each Class II product. The Class II product must:

- (a) be newly made or overhauled and conform to the approved design date;
- (b) be in a condition for safe operation [[, and;]]
- (c) be identified with at least the manufacturer's name, part number, model designation (when applicable), and serial number or equivalent.

V. SPECIAL REQUIREMENTS FOR CLASS III PRODUCTS

The export airworthiness approval tag or the Conformity certificate stating that the products have been manufactured in accordance with a specified standard must be issued for each Class III product. the Class III product must:

- (a) conform to the approved design data applicable to the Class I or Class II product of which it is a part [[, and;]]
- (b) be in a condition for safe operation.

VI. SPECIAL REQUIREMENTS FOR AIRCRAFT PRODUCTS IMPORTED FOR THE PURPOSE OF TYPE CERTIFICATION

These requirements described above can not be used for imported aircraft products that should be demonstrated during type certification tests. The conformity statement procedure is described in CAA order CAA - TI - 001 - 0/95 for this special purpose.

VII. WAIVERS

If the aircraft product does not meet these special requirements described above and acceptable safety level is provided, the applicant may apply CAA for a waiver from these special requirements on this address:

CIVIL AVIATION AUTHORITY
AIRWORTHINESS DIVISION
LETISTE RUZYNE

160 08 PRAHA 6
CZECH REPUBLIC

Phone No: 4202 33320922
4202 20112709

Fax No: 4202 20562270

DOMINICAN REPUBLIC SPECIAL REQUIREMENTS

(New - December 20, 1995)

1. In order to be eligible for certification by the government of Dominican Republic, Class I aeronautical products must be covered by Export Certificates of Airworthiness as provided for in [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]] of the United States Federal Aviation Regulations. Complete aircraft (new or used) to be registered in the Dominican Republic will require the following documents:

a. Export Certificate of Airworthiness, FAA Form 8130-4.

b. Record of aircraft engines & propellers (if applicable) including logbooks with certified Annual Inspection. Large aircraft will require Annual Inspection certified by an FAA approved repair station.

c. Copy of Airplane Flight Manual (AFM) approved by the Federal Aviation Administration written in accordance with the guidelines contained in the International Civil Aviation Organization Circular 65-AN/59. The basic sections of the manual may include I - General, and must include II - Operational Limitations, III - Normal Operating Procedures, IV - Emergency Procedures, V - Performance, and VI - Weight and Balance.

(1) In the case of airplanes certificated in the transport, normal, utility, acrobatic and restricted categories, this flight manual may be written in Spanish or English, and in addition, must include the following:

(i) Appendix I. A listing of all engines and propellers and all combinations thereof approved for use on the airplane.

(ii) Appendix II. Supplements to Airplane Flight Manual.

(iii) Appendix III. A list of manual revisions incorporated.

d. A bill of sale notarized by a consul of the Dominican Republic or by a plenipotentiary consul.

e. A master MEL with the last revision.

f. Copy of the Weight and Balance Report and Equipment list.

g. Major Repair and Alteration Form, FAA Form 337, or equivalent, if repairs and/or alterations have been accomplished on the exported aircraft.

h. ELT is mandatory.

REPUBLIC OF FRANCE - SPECIAL REQUIREMENTS

(June 7, 1978)

1. INTRODUCTION.

a. Effective October 12, 1968, to be eligible for a French standard airworthiness certificate, an aircraft imported into France must be of a type which has been issued a French type certificate for import, except as provided in paragraph 2.a.(2) of these special requirements. In addition, US. manufactured aircraft must meet the export rules in Federal Aviation Regulations (FAR) Part 21, Subpart L. The requirements for issuance of French type certificates are contained in "Conditions de Navigabilite des Aeronefs Civile Arrete of September 1967," (for convenience, referred to hereinafter as the "CNAC") and in French Circular No. 5403 DTA/M, S.G.A.C. dated November 13, 1968. Other French documents and circulars also apply, as referred to in the text that follows. Copies of French documents and circulars can be obtained from the French Embassy or the Ministere des Transports Aeriens, Secretariat General a l'Aviation Civile, 93 Boulevard de Montparnasse, Paris 6e, France. Since a French type certificate for import is a prerequisite to issuance of a French airworthiness certificate, these special requirements include an outline of the general requirements for obtaining such type certificates.

b. Class II and III products will be exported in accordance with the provisions prescribed in Part 21, Subpart L of the United States Federal Aviation Regulations. In particular, each class II and III product will be exported with an Airworthiness Approval Tag. Aeronautical authorities of the importing country (S.G.A.C.) shall promptly advise the aeronautical authorities of the exporting country of any additional requirements which the importing country finds necessary to insure that the products meet a level of safety equivalent to that which be effective for a similar product produced on the importing state. This will be confirmed by the importing agent on his orders.

2. REQUIREMENTS FOR ISSUANCE OF FRENCH AIRWORTHINESS CERTIFICATES AND PERMITS.

a. Standard Airworthiness Certificates.

(1) Except as provided in paragraph 2.a.(2), a U.S. Export Certificate of Airworthiness, FAA Form 8130-4, may be exchanged against a French airworthiness certificate only if the following requirements have been met.

(a) The aircraft type must have a French type certificate for import.

(b) The requirements of Article 11B of the CNAC must be complied with.

(2) If a French standard airworthiness certificate was issued prior to October 12, 1968, for at least one aircraft of a particular type, then aircraft of that type may continue to be issued French standard airworthiness certificates on the basis of equivalency with the U.S. Export Certificate of Airworthiness, even though the particular model involved may not have been issued a French type certificate for import. French airworthiness certificates are issued under these conditions subject to compliance with other requirements of the CNAC (reference CNAC Article 5, paragraph 2).

NOTE: An aircraft having major changes which required approval under Federal Aviation Regulations (FAR) Part 21, Section 21.97 and/or FAR Part 21, Subpart E, is not eligible to obtain a French airworthiness certificate under the provisions of paragraph 2.a.(2) even though an aircraft of the same model may have been issued a French airworthiness certificate prior to October 12, 1968. In order to obtain a French standard airworthiness certificate, the applicant must comply with the procedures outlined under paragraph 2.a.(1). A French type certificate for import or an extension of a type certificate for import will be issued each time that the FAA issues a new type certificate or an STC for a model based on a model previously imported.

b. Special Airworthiness Certificates. A French special airworthiness certificate may be issued to an aircraft of a model for which application has been made for a French type certificate for import, in order to facilitate its use under the conditions spelled out in Article 5, paragraph 2B of the CNAC, provided that the Secretariat General of Aviation Civil (S.G.A.C.) is familiar with the model. In addition, the procedure required for issuance of special airworthiness certificates will be applied in the case of aircraft in the restricted category.

c. Permit. A permit may be issued by the S.G.A.C. to an aircraft which has provisional French registration markings only to permit the ferrying and tests necessary for aircraft type certification. Normally, the S.G.A.C. will not authorize any private utilization and the permit may, basically, be renewed only for a total period of time not to exceed one year (reference CNAC Article 13 and 19, and Article 5, paragraph 3).

3. REQUIREMENTS FOR ISSUANCE OF FRENCH TYPE CERTIFICATES FOR IMPORT FOR U.S. MANUFACTURED AIRCRAFT.

a. Applicant.

(1) The applicant for a French type certificate for import must be the person responsible for maintaining the level of airworthiness for the aircraft. Generally such person would be the manufacturer who originally obtained, and who holds the U.S. type certificate. If the U.S. type certificate has been transferred by the original holder, the new holder (applicant) must be capable of, and responsible for maintaining the level of airworthiness.

(2) In exceptional cases, it is possible to accept an application for a French type certificate for import from a person who is not the U.S. type certificate holder, provided that the applicant furnishes proof that he has been duly authorized to take over complete responsibility for the type certificate under the licensing provisions of Federal Aviation Regulations Part 21, Section 21.47.

b. Documents. The required documents are specified in Article 11 of the CNAC and under paragraph 5 of these special requirements.

c. Special Conditions. A U.S. applicant for a French type certificate for import must show compliance with the applicable FAR's, plus any special conditions imposed by the S.G.A.C. Three types of special conditions are outlined in paragraphs 3.c.(1), (2), and (3). The primary purpose of the special conditions is to guarantee an airworthiness level equivalent to that of aircraft built and certified in France.

(1) Administrative Special Conditions.

(a) Language. The documents which the S.G.A.C. requires to be furnished may be in English except for the following, which must be provided in French:

- 1 the type certificate (TC), data sheet;
- 2 the flight manual; and
- 3 the proposed maintenance guide.

NOTE: The S.G.A.C. will verify the translations of these documents and must approve the TC data sheet and the flight manual.

(b) Document Format. The TC data sheet, flight manual, and proposed maintenance guide must be prepared in accordance with the formats specified in the following:

1 TC Data Sheet. The S.G.A.C. will accept a simple translation into French of the TC data sheets approved by the FAA.

2 Flight Manual. The flight manual in French, which must be carried in each aircraft imported into France, must be either a simple translation of the FAA approved flight manual when one exists, or if a flight manual does not exist, a similar document must be established for the purpose of import into France and must contain the following sections:

- a Limitations.
- b Normal Operations.
- c Emergency Operations.
- d Performance (Limited to only the approved performance conforming to the requirements of the applicable airworthiness FAR part).

3 Proposed Maintenance Guide. It is recommended that the proposed maintenance guide correspond to the instructions of the GENERAL DEFINITION OF "ROUTINE MAINTENANCE" INSPECTION of the Bureau Veritas, copies of which are available from the French Embassy.

(c) Units of Measurement. Aircraft instruments must be graduated in terms of legal or accepted French units; however, where other units are used in accordance with strongly established aeronautical practice, and if failure to comply with this practice would reduce aircraft safety, then such units may be accepted and must be used in the manuals. If illegal or unaccepted units are used, the manuals must contain conversion tables. The following chart outlines legal and acceptable units of measurement.

Measure	Legal Units		Units Allowed in Aeronautics	
	Name	Symbol	Name	Symbol
Length	Meter*	m	Nautical Mile	NM
Area	Square Meter*	m ²	-	
Volume	Cubic Meter*	m ³	-	
	Liter*	l	-	
Angles	Degree*	o	-	
Mass	Kilo*	kg	-	
Time	second,	s	-	
	minute	mn	-	
	hour	h	-	
Frequency	Hertz* (1 cycle per second)	Hz	-	
Speed	Meter per second	m/s	Feet per minute	ft/mn
	Kilometer per hour	km/h	Knots	Kts
Acceleration	Meter per second square	m/s ²	-	
Temperature	Kelvin degree	K	-	
	Centigrade	C	-	
Work	Joule*	J	-	
Power	Watt*	W	-	
Pressure	(bar)		-	
Pressure	Millibar	mb	-	

* With decimal multiples and submultiples.

Note: Electrical units: Ampere, Volt, Ohm -- International System

(2) General Technical Special Conditions. These special conditions would be required as a result of differences between the French regulations and the United States Federal Aviation Regulations.

(3) Specific Technical Special Conditions. These conditions would pertain to any possible unusual characteristics in the design, construction, or operation of the aircraft under consideration.

4. HOW TO OBTAIN A FRENCH TYPE CERTIFICATE FOR IMPORT. In the following procedures, any of the required documents and data which would normally be approved by the FAA for issuance of U.S. Type Certificates must also be FAA approved for issuance of French Type Certificates for Import.

a. General.

(1) The French require that the application be submitted to the pertinent government agency. Insofar as the FAA is concerned, this means that the application must be submitted to the FAA Aircraft Certification Office of the Directorate in which the applicant is located, Attention: Manager, Aircraft Certification [[Office]]. The FAA will transmit the application to the S.G.A.C. (An example of a standard application form is reproduced under paragraph 6 of these special requirements.) A statement including the following information and signed by the Manager of the Aircraft Certification [[Office]] should be provided the S.G.A.C. with the application:

(a) The FAR upon which the issuance of the U.S. Type Certificate is based;

(b) If applicable, a copy of the complete text of each special condition imposed by the FAA in connection with issuance of the type certificate; and

(c) If applicable, a copy of the complete text of each exemption which may have been granted.

(2) The manufacturer should provide the S.G.A.C. with all of the officially requested documents (reference paragraph 5).

(3) Following compliance with preceding paragraphs 4.a.(1) and 4.a.(2), the S.G.A.C. will transmit to the FAA Washington Office [(AIR-100)] the special conditions as provided for under paragraph 3.c., with a copy to the appropriate FAA Aircraft Certification Office and a copy to the applicant.

(4) The aircraft would be considered eligible for a French Type Certificate for Import when the FAA certifies to the S.G.A.C. that the aircraft type meets the French special conditions and the Federal Aviation Regulations upon which issuance of the U.S. Type Certificate is based. This certification does not preclude special requests which the S.G.A.C. might subsequently submit in order to make certain in-flight checks and/or certain technological inspections on its own.

b. Special Procedures for Delegation Option Manufacturers. Manufacturers holding a Delegation Option Authorization, issued under FAR Part 21, Subpart J, must comply with the general provisions of paragraph 4.a., except as follows:

(1) Applications for a French Type Certificate for Import may be submitted directly [[to]] the S.G.A.C., with a copy to the FAA Aircraft Certification Office. The manufacturer should state in his application that he holds an FAA Delegation Option Authorization, giving the date of issue, FAA region which issued the authorization, and the number assigned. The French Type Certificate for Import, when issued, will be addressed directly to the manufacturer, with a copy for the Aircraft Certification Office.

(2) The S.G.A.C. will accept statements, certifications, and issuances that are within the scope of FAR Part 21, Subpart J, provided that:

(a) Pertinent documents are signed by personnel approved by the FAA (reference FAR Part 21, Section 21.235(b)); and,

(b) The manufacturer furnishes a list of authorized signatures to the S.G.A.C. and maintains the list in a current condition.

5. The following documents are normally required for obtaining French type and airworthiness certificates.

a. Type Certificate for Import.

(1) A copy of the U.S. Type Certificate for the aircraft type.

(2) A copy of the Type Certificate Data Sheet.

(3) Summary of flight test reports for aircraft type certification. The characteristic data furnished must substantiate operation within a reasonable range of weights, altitudes, and atmospheric conditions.

- (4) Summary of static test reports relative to the principal structural elements, specifically giving the loads, the dimensions, the stresses, and the safety margins, or a summary of complete static tests performed prior to issuance of the U.S. type certificate.
- (5) Summary of vibration test reports.
- (6) Complete index of reports and notes prepared for U.S. type certification of the aircraft, including systems.
- (7) A statement by an authorized representative of the manufacturer (applicant) that the Bureau Veritas, 31, rue Henri Rochefort, Paris 17^{eme}, France, acting for the S.G.A.C., will systematically be furnished with all pertinent information, notification of modifications, service bulletins, etc., and notification of any change in such documents, to guarantee the maintenance of an acceptable airworthiness level for the aircraft.
- (8) A separate parts catalog for the aircraft, the engine(s), the propeller(s), and the principal accessories and other equipment items.
- (9) A list of special installations and equipment necessary for the inspection and maintenance of the aircraft, its engine(s), propeller(s) and principal accessories and other equipment items, together with:
 - (a) a list of permissible tolerance limits;
 - (b) a statement of the nature and periodicity of maintenance inspections; and
 - (c) complete information on lubricating, fuel, and hydraulic circuits.
- (10) Two copies of information necessary for the assembly of the aircraft, if the aircraft is of a type which will be exported unassembled and without having had a production flight test.
- (11) The following manuals for the aircraft, the engine(s), the propeller(s), and accessories:
 - (a) Flight manual (two copies).
 - (b) Maintenance manual (two copies).

b. The documents listed in paragraph 3.c.(1)(a)2 and 3, as well as the following documents, will be required for each individual NEW aircraft imported into France.

- (1) One copy of a list of radio and electrical equipment items, with their characteristics and their operating instructions. These equipment items must conform to the applicable categories for which there are French certification requirements.
- (2) One copy of the production flight test report for the aircraft involved, including a copy of the flight test checklist utilized when testing the aircraft.
- (3) A U.S. Export Certificate of Airworthiness, FAA Form 8130-4, for the aircraft.
- (4) A weight and balance record containing a complete inventory of all equipment and instruments.

(5) A list of modifications that have been incorporated, at least those covered by service bulletins, except that, if the manufacturer's information distribution system has been found satisfactory by the S.G.A.C., submittal of such a list is not required.

c. For an individual, USED aircraft, the following documents must be furnished in addition to those specified under paragraph 5.b.:

(1) A summary of modifications, including:

- (a) a summary of mandatory changes made,
- (b) a list of modifications recommended by the manufacturer (service bulletins, etc.), and
- (c) a list and description of modifications made by the previous owners.

(2) A summary and date of past maintenance inspections and the operating hours since the last inspection of each type.

6. Example of Standard Application Form for a French Type Certificate for Import.

1. a. Application for Type Certificate for Import: _____

b. Application for Extension of Type Certificate for
Import: (Type Certificate No.): _____

2. Name of Applicant: _____

3. Status of applicant with respect to aircraft to be certificated:
Original Manufacturer: _____ Licensee: _____

4. Applicant's Complete Address: _____

5. Address of Production Plant: _____

6. Aircraft Description:
Make: _____
Model: _____

7. Descriptive Documents (enclose copies with application):
a. FAA Type Certificate No. _____
b. FAA Type Certificate Data Sheet dated _____

8. FAA Type Certification Basis (FAR): _____

9. Date: _____

10. Applicant's Title and Signature: _____

FEDERAL REPUBLIC OF GERMANY (FRG)
SPECIAL REQUIREMENTS FOR THE IMPORT OF
AERONAUTICAL PRODUCTS FROM THE UNITED STATES

(August 24, 1994)

1. INTRODUCTION. The special requirements described herein supplement the Agreement between the Governments of the United States and the Federal Republic of Germany of May 31, 1974, on the reciprocal acceptance of export airworthiness approvals. Part 21, Subpart L of the U.S. Federal Aviation Regulations is taken as a reference, and must be complied with, as applicable.

The airworthiness authority in the FRG, and hence the competent address for applications or inquiries relative to these requirements is the Luftfahrt-Bundesamt (LBA).

2. ELIGIBILITY.

2.1 Aircraft or other Class I products to be exported to the FRG must be eligible for airworthiness certification in the United States "Standard" classification and comply with those additional requirements as necessary to establish conformance with each product's LBA-approved type design.

NOTE: Aircraft or other Class I products eligible for certification in the United States "Restricted," "Limited," or "Experimental" classification will be considered on an individual basis.

2.2 Class II and III products to be exported to the FRG must conform to a specified LBA-approved design or standard.

3. AERONAUTICAL PRODUCTS REQUIRING LBA APPROVAL.

3.1 The following aeronautical products - among them products which are U.S. Class II - require LBA approval by issuance of a type certificate:

- (1) Airplanes.
- (2) Rotorcraft (Helicopters, Gyroplanes and Rotodynes).
- (3) Airships.
- (4) Powered Sailplanes.
- (5) Sailplanes.
- (6) Manned Balloons.
- (7) Personal Emergency Parachutes.
- (8) Aircraft Engines.
- (9) Aircraft Propellers.
- (10) Auxiliary Power Units (APU's).
- (11) Hand Fire Extinguishers.

(12) Radio Equipment to be installed in aircraft as per Nos. 1 through 6 above, or as removable equipment for use in emergencies.

3.2 Details on LBA type approval of an aeronautical product listed under paragraph 3.1 Nos. 1 to 12 and of any change that product may undergo (as f.i. under the provisions of Subpart E of FAR Part 21) are specified in paragraphs 4.1 to 4.5.

3.3 Items of equipment, which have a major influence on the airworthiness of aircraft or on the safety of the occupants, and which can be categorized as U.S. Class II based on the fact of their being listed in the "C" series under the Joint Technical Standard Order (JTSO) System, but not limited to that list, must be LBA approved in accordance with the provisions of paragraphs 3.5 and 3.6. The items in question may be inquired at the LBA.

3.4 Standard Parts and such articles, which can be categorized as U.S. Class III will be accepted by the LBA on the basis of a certified statement by the manufacturer (Approval Tag for Class III products according to FAR 21.333) confirming acceptance for use with regular Class I and Class II products.

3.5 Approval of equipment - except radio equipment, APU's, and hand fire extinguishers, which must in any event be approved separately as a type by the LBA (see paragraphs 3.1) - installed in aircraft to be exported to the FRG as listed in the FAA approved equipment list of that aircraft, may be covered by the LBA type certificate of that aircraft (paragraph 4.5 remains unaffected).

3.6 Items of Class II equipment as under paragraph 3.3, which are exported separately to the FRG and which are not spare parts of certificated aircraft, may receive a separate LBA approval, provided the relevant equipment has already been FAA approved, e.g., by TSO Authorization as per FAR Part 21, Subpart O. The procedures which must be followed in this case are specified in paragraph 5.

3.7 Integrated systems must be certificated with the aircraft.

4. HOW TO OBTAIN A GERMAN TYPE CERTIFICATE.

4.1 Applicant. The applicant for a German type certificate ("Musterzulassung") or a change thereof must be the manufacturer or, where applicable, the U.S. type certificate or U.S. supplemental type certificate holder.

In some special cases it may be possible to accept an application for an LBA type certificate from a person who is not the manufacturer (type certificate holder), provided the applicant furnishes proof that he has been duly authorized and is capable to assume complete responsibility for the product in regard to continuing airworthiness.

4.2 Competent Authority and Procedure.

4.2.1 The application for an LBA type certificate or change of type certificate (see paragraph 4.5) and any documents the LBA may require in this context and as they are listed as a minimum under paragraph 4.4 must be forwarded to:

Luftfahrt-Bundesamt
P.O. Box 3054
38020 Braunschweig
Federal Republic of Germany
Phone: (0531) 2355 - 0
Fax: (0531) 2355 - 254

A copy of the application letter shall be sent to the appropriate FAA aircraft certification office as well as to:

Department of Transportation
Federal Aviation Administration
Brussels, Aircraft Certification Office
c/o American Embassy
27, Boulevard du Regent
B-1000 Bruxelles, Belgium

4.2.2 The LBA will acknowledge receipt of the application and establish the procedure, including:

- (a) definition of the certification basis (see paragraph 4.3);
- (b) details on information and data required in addition to the documents listed under paragraph 4.4;
- (c) date and place of the LBA visit to the appropriate FAA aircraft certification office and the manufacturer's facilities; and
- (d) date and place of the certification test flight to be performed by the LBA, if applicable, with the relevant FAA offices being informed accordingly.

4.3 Certification Basis.

4.3.1 The basis for the LBA type certification will be the applicable requirements established or adopted by the FRG. Moreover, any special conditions the LBA may specify in order to cover features which are not covered by existing requirements and practices, and the additional requirements listed under § 6 and, where applicable in the enclosure, must be met. The LBA may grant exceptions, if the level of safety is not impaired.

NOTE: "Applicable requirements" means: For products undergoing certification and for products currently in production

- (1) in case of airplanes, rotorcraft, sailplanes and powered sailplanes, aircraft engines, propellers, APU's:
 - (i) the applicable JAR (Joint Airworthiness Requirements) of the same date at which U.S. certification was based; or
 - (ii) the applicable FAR including each special condition upon which the issuance of the U.S. Type certificate is based plus such additional requirements as necessary to provide a level of safety as intended by the JAR at the time of the original application.

NOTE: For large transport category airplanes formerly German-adopted FAR Part 25 was replaced by JAR-25, effective: January 1, 1980; the same applies for aircraft engines and propellers where FAR Parts 33 and 35 were replaced by JAR-E and JAR-P resp., effective January 1, 1989; FAR Part 23 for small and commuter airplanes, and FAR Parts 27 and 29 for rotorcraft are still valid German regulations, but will be replaced by their respective JAR's in the near future.

(2) in case of manned balloons (according to the type of project, and with the principles outlined under (1)(i) and (1)(ii) above equally in place):

5. DVLuftBauO-LFHB "Lufttüchtigkeitsforderungen für Heißluftballone" (Hot-air balloons), resp.

6. DVLuftBauO-LFGB "Lufttüchtigkeitsforderungen für bemannte Gasballone" (Gas balloons);

(3) in case of airships, personal emergency parachutes, hand fire extinguishers: those airworthiness requirements as the LBA may define on the applicant's request;

(4) in case of radio equipment: those minimum performance standards made applicable by the relevant JTSO (or TSO, if equivalent and agreed by LBA).

For products no longer in production, such airworthiness requirements as the LBA finds acceptable in the particular case.

4.3.2 In particular cases, especially for aeronautical products of unconventional design, and in order to meet standards required by the German aircraft operations regulations, the LBA may establish additional airworthiness requirements which are necessary to ensure an acceptable level of airworthiness.

4.4 Documents Required for Type Certification.

4.4.1 Aircraft. For the issuance of an LBA type certificate for an aircraft, the following or equivalent documentation (copies acceptable) must be submitted:

- (a) FAA Type Certificate (TC).
- (b) The latest issue of the FAA Type Certificate Data Sheet (advance copy may be accepted).
- (c) FAA approved Flight Manual and/or Pilot's Operating Handbook and "Flughandbuch" in accordance with paragraphs 6.1 and 6.2, where applicable.
- (d) General engineering description of the aircraft including the basic definition of the type design, accompanied by three-view drawings of major assemblies, installations, and primary structure.
- (e) A list of
 - (1) all documents submitted for FAA type certification.
 - (2) all major modifications that supplement the basic type design at the time of German certification.

- (f) Manufacturer's Compliance Checklist.
- (g) Master Drawing List.
- (h) Type Inspection Authorization (TIA) including all amendments.
- (i) Type Inspection Report, Part II (Flight).
- (j) A list of documents necessary for safe operation and continuing airworthiness of the aircraft including equipment, i.e., Operating, Maintenance, Overhaul and Repair Manuals.
- (k) The Weight and Balance Manual.
- (l) The FAA approved Master Equipment List and Optional Equipment list.
- (m) A list of radio communication and navigation equipment.
- (n) Master Minimum Equipment List (MMEL).
- (o) Maintenance Review Board (MRB)/Maintenance Planning Data Document (MPD).
- (p) A Parts Catalogue relating to the aircraft and major equipment.
- (q) A complete set of information on modifications and on special inspections (e.g. Service Bulletins, Airworthiness Directives).
- (r) An updated list of current revisions (publication status) of all documents necessary for safe operation of the aircraft.
- (s) Certification summary report.
- (t) In case of sailplanes, powered sailplanes, and manned balloons a statement signed by FAA that
 - (1) the aircraft's type design has been examined, tested, and found to meet the applicable FRG airworthiness requirements and such other conditions as can be drawn from this set of special import requirements, and
 - (2) mandatory modifications and/or Airworthiness Directives issued by FAA from the time the product was type-certificated in the U.S. to the time the LBA issues its type certificate are embodied in the FRG Type Design, and
 - (3) there are no features or characteristics in the aircraft's type design prejudicial to safe operation.

The LBA may request additional information and data. For language requirements see paragraph 6.1.

- NOTE: (1) The above listed documents will be kept on file with the LBA.
- (2) The applicant must forward to the LBA all revisions (pertinent to the German type certificate) to the above listed documents, Service Bulletins and other pertinent data free of charge as soon as these are available.
- (3) The LBA reserves the right to request the documents contained in the lists under (e) and (j).
- (4) Microfilm/-fiche documentation is acceptable for Maintenance-, Overhaul-, Repair Manuals and Parts-Catalogues only. (Not applicable for sailplanes, powered sailplane, and manned balloons where this kind of documentation will not be accepted).

4.4.2 Radio Equipment.

4.4.2.1 For the issuance of an LBA type certificate for radio equipment, the following or equivalent documentation must be submitted:

- (a) One copy each of
- 1 the manufacturer's Statement of Conformance submitted to FAA.
 - 2 TSO Authorization or other evidence of FAA approval.
 - 3 the TSO Compliance Test Report.
- (b) A general arrangement drawing and such data and descriptive information needed by LBA to prepare the type certificate data sheet.
- (c) Technical Manuals. (e.g., Instruction Manual, Maintenance/Overhaul Manual, Installation Manual) shall contain information relative to the physical, mechanical, and electrical characteristics of the radio equipment concerned. The manuals shall provide all useful and necessary installation, operation, maintenance, and parts information on the major units of the system such as receiver/transmitter, indicator, antenna, control unit. The manuals shall be the latest issue.
- (d) Operational Information. If the appropriate technical manuals do not provide operational information for pilot's use, the manufacturer has to furnish the necessary instructions in the form of a pilot's guide or manual.
- (e) One specimen of illustration each of the name plates used to mark the major units of the system.

The LBA may request additional information and data.

- NOTE: (1) The above listed documents will be kept on file with the LBA.
- (2) The applicant must forward to the LBA free of charge all listed documents, Service Bulletins, and other pertinent data as soon as these are available.

4.4.2.2 Prior to forwarding the application for type certification of radio equipment to the LBA, the equipment in question must pass a spurious emission test performed by the Bundesamt für Zulassungen in der Telekommunikation.

Application for said test must be forwarded by the manufacturer or his authorized agent to:

Bundesamt für Zulassungen
in der Telekommunikation
Postfach 100443
D-66004 Saarbrücken
Federal Republic of Germany.

The conforming BZT-letter must be submitted to the LBA together with the certification application.

4.4.3 Products Other Than Aircraft and Radio Equipment. For engines, propellers: Documents corresponding to those under 4.4.1 as applicable. For APU's, hand fire extinguishers, and personal emergency parachutes at least the documents as per paragraph 4.4.2.1.

4.5 Changes to Type Certificates. Each change of a product under LBA type certificate must be LBA approved in accordance with the procedure under paragraph 4.2 for its inclusion in the type design.

Changes in this context are:

- a) "Major changes" according to FAR 21.93(a); and
- b) Changes covered by a supplemental type certificate in accordance with FAR Part 21, Subpart E.

Formal LBA approval must also be sought for any revision or supplement of a Flight Manual (Pilot's Operating Handbook), regardless of such a document being required in the U.S. or not (see paragraph 6.2), and including its German version as applicable.

5. HOW TO OBTAIN LBA EQUIPMENT APPROVAL.

(For radio equipment see paragraphs 3.1 and 4.4.2)

5.1 Applicant. The applicant for LBA approval of U.S. Class II equipment as referred to under paragraphs 3.6 must be the manufacturer.

5.2 Procedure.

5.2.1 The application for LBA equipment approval shall be made by letter (for address see paragraph 4.2) with copy to the appropriate FAA Aircraft Certification Office, stating the relevant JTSC or such other specification accepted by FAA, the equipment complies with. Relevant documentation as per paragraph 5.3 must be included.

5.2.2 The LBA will acknowledge receipt of the application and inform the applicant of any additional requirements found necessary to assure an acceptable level of safety. Furthermore, the LBA will advise date and place of a visit to the manufacturer's facilities, if such a visit is desirable.

5.3 Documents required for LBA equipment approval. The following documentation must be submitted:

- (a) One copy each of
 - 1 the manufacturer's Statement of Conformance submitted to FAA.

- 2 the design approval letter or the Letter of Acceptance issued by FAA.
- 3 FAA Supplemental Type Certificate (STC).
- 4 FAA approved drawing list.
- 5 The Equipment Qualification or TSO Compliance Test Report.

(b) Drawings and such descriptive information as will define the equipment sufficiently for LBA to decide, whether additional requirements according to paragraph 5.4 have to be prescribed.

(c) A list of operating-, maintenance-, overhaul- and repair manuals, and documentation necessary for safe operation and continuing airworthiness of the equipment.

(d) A copy of the Installation Manual, where appropriate.

(e) A complete set of information on modifications and on special inspections (e.g., Service Bulletins).

NOTE: A revision service free of charge shall be provided.

5.4 Notification of Additional Requirements. Additional requirements which the LBA may prescribe will be those found necessary to:

(a) Provide a level of safety equivalent to that provided for by LBA requirements and practices, and as are necessary to comply with the German regulations for the operation of aircraft.

(b) Cater for differences between JTSO and TSO specifications.

(c) Cover features which are not covered by existing requirements and practices.

(d) Provide such failure analyses as are needed to ensure that the equipment is airworthy, when installed in accordance with the equipment manufacturer's instructions.

5.5 Privileges. Equipment articles, the design of which is stated by the applicant (manufacturer) to meet all safety needs required including a fabrication inspection system supervised by FAA, and thus found acceptable to the LBA, will be registered as being approved for use or installation in LBA certificated aircraft within the limitations of its design data sheet.

5.6 Changes of Products Under LBA Equipment Approval. Each design change of a product requiring substantially complete investigation for showing compliance with any requirement, forming part of the specification found acceptable to the LBA, and hence can be classified a "major change" must be notified to the LBA together with written evidence of FAA approval.

6. ADDITIONAL REQUIREMENTS FOR TYPE CERTIFICATION OF AIRCRAFT.

6.1 Language. Except where an exemption is granted as indicated below, all operating instructions (including markings and placards) must be provided in the German language.

Exemptions: Operating instructions except placards for passengers for all multiengine airplanes, and for rotorcraft of more than 2,000 kg (4,400 lbs) maximum weight. Maintenance instructions may be in English except for sailplanes, powered sailplanes, manned balloons, and parachutes.

6.2 Flight Manual or Pilot's Operating Handbook. Contrary to the U.S. practice a Flight Manual is required for each kind of aircraft regardless of weight. Flight Manuals for transport category airplanes shall only cover those models certified for Germany ("German Envelope Manual") Formal approval must be sought for each Flight Manual (Pilot's Operating Handbook). The Flight Manual (Pilot's Operating Handbook) in the German language (see paragraph 6.1) should correspond to GAMA scheme or equivalent and needs LBA approval. As to revisions to the Flight Manual (Flughandbuch) refer to paragraph 4.5.

6.3 Noise Limits. According to the "Luftverkehrsgesetz" (German Aviation Act), an aircraft will be eligible for a Certificate of Airworthiness ("Lufttüchtigkeitszeugnis") only, if its noise level is as low as technologically practicable, and appropriate to the type of aircraft to which it applies. For conformity, the German noise requirements based on ICAO-Annex 16 with the [[title]] "Lärmschutzforderungen für Luftfahrzeuge - LSL" must be complied with.

6.4 Anticollision Lights and Colour Markings. All airplanes, except single or two seated airplanes with a maximum weight of less than 600 kg (1,300 lbs), and rotorcraft must be equipped with anticollision lights in accordance with the applicable airworthiness requirements. For powered sailplanes and small airplanes as characterized before, intended to be operated in daylight only, some lesser standard is acceptable. Conspicuous colour painting may be used instead of anticollision light in predominant areas in these cases. White or bright yellow painted sailplanes are exempted from any installation or painting requirement. Detailed information is available on request from the LBA.

6.5 Installation of Shoulder Harnesses.

(a) As a retroactive requirement where the certification basis is up to Amendment 19 of FAR 23.785(g), the front seats of normal and utility airplanes must be equipped with either a shoulder harness or a belt and diagonal shoulder strap. The installation must meet the applicable airworthiness requirements.

(b) Seats of acrobatic category airplanes must be equipped with a shoulder harness approved for acrobatic flight for each occupant. The installation must meet the appropriate JAR requirements.

6.6 Transport Category Airplanes and Rotorcraft. Transport Category airplanes and Rotorcraft in commercial service must according to the 1. DVO-LuftBO (Erste Durchführungsverordnung zur Betriebsordnung für Luftfahrtgerät - First Implementation Order to Aircraft Operation Order) comply with the respective newest JAR as to fire precautions and emergency exit and emergency lighting provisions. The LBA may grant exemptions. The LBA should in any case be approached in this context prior to final fixing of the certification basis for avoiding unnecessary discussions, and delay of delivery of the individual product. (see also Enclosure I item 2 in this context).

7. DOCUMENTS FOR CERTIFICATION OF THE INDIVIDUAL AERONAUTICAL PRODUCT.

7.1 Aircraft. The individual aircraft covered by an LBA type certificate and exported to the FRG shall be accompanied by the following documentation:

(a) A current United States Export Certificate of Airworthiness, stating the aircraft's conformance with the LBA Gerätekenblatt (T.C. Data Sheet) and giving special notice of differences with respect to the basic LBA approved design, if there are any.

(b) A copy of all relevant operating instructions stated in the LBA Gerätekenblatt (T.C. Data Sheet) (i.e., Flight Manual, Weight and Balance Manual, Equipment List, and placards).

(c) For used aircraft, a current aircraft file containing at least the following information: operational time of the aircraft, its engines, propellers, major equipment and components (e.g., engine logbooks, and records), maintenance repairs and modifications and Airworthiness Directives complied with.

(d) A statement of compliance as to the noise requirements of paragraph 6.3, if noise certification was not part of the type certification of the aircraft.

NOTE: (1) Any major change in type design certified according to FAR Part 21, Subpart D or E must have been LBA approved, and must be identified in the LBA Gerätekenntblatt and/or in the operating instructions for that special type of aircraft.

(2) Any "Lufttüchtigkeitsanweisung" (Airworthiness Directive) published by LBA and related to the type of aircraft to be exported must have been introduced into the Type Design and/or documentation of that aircraft. A statement signed by FAA of accomplishment of the ensuing technical work will be regarded a prerequisite for German registration.

(3) (i) The "Flughandbuch" (German Flight Manual), if required in the LBA Gerätekenntblatt, as well as the German placards may be added in Germany prior to the inspection of the aircraft conducted for the purpose of German registration.

(ii) The Maintenance Manual must be made available on request.

(iii) Further documents will be requested for the registration of an aircraft. Information on aircraft registration is available on request from the LBA.

7.2 Aircraft Engines and Propellers. Engines and propellers covered by the LBA type certificate and exported to the FRG shall be accompanied by the documents as per paragraph 7.1 as applicable.

7.3 Parachutes. Parachutes exported to the FRG must be identified by an Airworthiness Approval Tag (FAA Form 8130-3). In addition, emergency parachutes covered by an LBA type certificate (see paragraph 3) should be accompanied by all relevant operating instructions stated in the LBA-Gerätekenntblatt (Type Certificate Data Sheet).

7.4 Radio Equipment. Each individual item of radio equipment must be identified by an Airworthiness Approval Tag (FAA Form 8130-3), and shall be accompanied by all relevant instructions stated in the LBA-Gerätekenntblatt (T.C. Data Sheet).

7.5 Equipment and Standard Parts. Each item of equipment which needs LBA design approval (see paragraph 3.3) must conform to its LBA registered type design, and be identified by an Airworthiness Approval Tag (FAA Form 8130-3). The same applies for APU's and hand fire extinguishers, and each major component as of U.S. Class II to be used as a spare part with a Class I product. For standard parts and such articles which do not need separate LBA approval, and which are categorized U.S. Class III see paragraph 3.4.

FEDERAL REPUBLIC of GERMANY

ENCLOSURE I1. SUPPLEMENTAL AIRWORTHINESS REQUIREMENTS FOR NORMAL, UTILITY AND ACROBATIC CATEGORY AIRPLANES.

1.1 Glider Towing. If certification for the purpose of use for glider towing is requested, compliance with the applicable airworthiness requirements must be shown in connection with the type certification of the airplane. Requirements for glider towing will be available on request from the LBA.

1.2 Parachute Jumping. If certification for the purpose of use for parachute jumping is requested, compliance with the appropriate airworthiness requirements must be shown in connection with the type certification of the aircraft. Requirements concerning provision for parachute jumping will be available on request from the LBA.

1.3 Spins. If approval for spins is sought, compliance with the requirement FAR 23.807(b)(5) must be shown.

2. SUPPLEMENTARY AIRWORTHINESS REQUIREMENTS FOR AIRCRAFT INTENDED FOR USE IN COMMERCIAL OPERATION. In connection with additional equipment as it may be required by the German aircraft operations regulations in regard of certain operational aspects, supplementary airworthiness requirements could come into effect. The LBA is prepared to inform on an individual basis according to the case under consideration.

NOTE: The following operation regulations are to be considered:

- (1) Betriebsordnung für Luftfahrtgerät (LuftBO);
- (2) Erste Durchführungsverordnung zur Betriebsordnung für Luftfahrtgerät (1.DVLuftBO).

REPUBLIC OF GUATEMALA - SPECIAL REQUIREMENTS

(August 26, 1981)

1. Aircraft and Aeronautical products to be eligible for export to the Republic of Guatemala from the United States must be exported in accordance with the provisions described in Part 21 of the United States Federal Aviation Regulations Subpart L.

a. An export Certificate of Airworthiness will be required by the Republic of Guatemala Civil Aviation Authority for all Class I products exported from the U.S. to Guatemala.

b. The following additional documents will be required:

1. Log books for aircraft engines and propellers.
2. Up-to-date airplane flight manual translated into the Spanish language.
3. Weight and balance report and equipment list not older than six months.
4. Record of major repairs, alterations to aircraft engines and propellers, i.e.; FAA Form 337 [[Major Repair and Alteration]].
5. Maintenance manual, structural repair manual, service bulletins incorporating latest up-to-date revisions for aircraft, engines, propellers, and appliances.
6. A complete list of Airworthiness Directives notes and mandatory service bulletins applicable to the aircraft, engine, propeller or appliance indicating method of compliance, date of compliance, signature of licensed individual and certificate number.
7. A copy of latest up-to-date specification for aircraft, engines, and propellers.

c. Class II and Class III products shall be exported in accordance with the provisions prescribed in Part 21 of the U.S. Federal Aviation Regulations.

REPUBLIC OF HONDURAS - SPECIAL REQUIREMENTS

(November 6, 1981)

1.) The aeronautical products and aircrafts exported to the Republic of Honduras from the United States of America, should be exported in accordance with the Part 21 of the U.S. Federal Aviation Regulations Subpart L.

a) An Airworthiness Certificate for Export is necessary for the Civil Aeronautics Authorities of the Republic of Honduras for aircrafts exported from the United States to Honduras.

b) The following additional documents are requested:

1) Log book for Engines and Propellers Aircraft Maintenance Manual up-to-date and if possible translated to Spanish Language Weight and Balance report not older than six months;

2) Record of engines and propeller major repairs and alterations also from the aircraft, i.e., FAA Form 337 [[Major Repair and Alteration]].

Maintenance and structural reparation Manual Services Bulletin including the last revisions for the aircraft, engines, propeller and spare parts.

A complete list of notes Airworthiness Directives and mandatory Bulletins Services applicable for the aircraft, engines, propellers and spare parts indicating the correct method of compliance asaid bulletins, signature of the individual license and certificate number.

3) The products Class II and III should be exported in accordance with the provisions prescribed on the Part 21 of the Federal Aviation Regulations.

HONG KONG, CHINA - SPECIAL REQUIREMENTS

(Revised May 26, 2000)

SECTION 1 - INTRODUCTION

Hong Kong Special Administrative Region (HKSAR) airworthiness certification is administered by the Hong Kong Civil Aviation Department (HKCAD). Certification requirements are specified in the Hong Kong Aviation Requirements, which satisfies the Air Navigation (Hong Kong) Order 1995. Copies of Hong Kong Aviation Requirements may be obtained from the address indicated below.

Civil Aviation Department
Flight Standards and Airworthiness Division
10/F Commercial Building,
Airport Freight Forwarding Centre
2 Chun Wan Road
Chek Lap Kok
Hong Kong

Tel : +852 2769 7641-4
FAX : +852 2362 4250
Telex: 39524 CFSHK HX

When exporting aeronautical products to Hong Kong, the Special Requirements should be observed.

A. Administration and Procedures

(1) The procedures which must be followed to obtain [[Hong Kong (HK)]] certification are dealt with in the current issue of Section 1.2 and 1.4 of Hong Kong Aviation Requirements (HKAR-1) which also prescribes the documents which must be supplied for prototype and series aircraft.

(2) An Export Certificate of Airworthiness (or agreed alternative) with pertinent data attached will be required in connection with any Class I product and engine modules exported from the United States of America (U.S.) to HKSAR. Class II and Class III products to be eligible for installation on certificated civil aircraft registered in HKSAR must be processed in accordance with the applicable provisions of [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]] of the United States Federal Aviation Regulations.

(3) Where the issue of an Export Certificate of Airworthiness is relevant, it shall be accompanied by a document (e.g. aircraft logbook), furnished by the applicant, which contains entries identifying those applicable FAA Airworthiness Directives (AD) and [[United Kingdom Civil Aviation Authority (UK-CAA)]] Additional Directives (CAA-AD) with which compliance has been achieved. This document shall also identify those AD's and CAA-AD's containing repetitive

compliance requirements (e.g. inspection requirements for a particular component at 50-hour intervals) and when next compliance is due to be satisfied. All AD's and CAA-AD's must have been complied with prior to the issuance of the U.S. Export Certificate of Airworthiness unless otherwise waived by the HKCAD.

(4) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other HK Special Requirements (identified in Section 2 of this appendix), as appropriate, for the particular product being exported to HKSAR and all applicable requirements of [[14 CFR part 21, Subpart L]], before the U.S. Export Certificate of Airworthiness can be issued.

B. Acceptance of Aircraft

(1) HKCAD will require to become conversant with the design of all fixed-wing aircraft in excess of 2,730 kg (6,000 lbs.) weight intended for use in the HK Transport Category, the design of all aircraft exceeding 5,700 kg (12,500 lbs.) regardless of the intended certification category, and all rotorcraft offered for HK certification. Additionally, in accordance with the policy declared in HKCAD Airworthiness Notice No. 18 the HKCAD may then issue Special Conditions to cover certain features which would otherwise not meet the standards which are implicit to HKAR-1 and the Air Navigations (Hong Kong) Order 1995.

(2) Once the HK Standard for certification has been determined and, where necessary, HK Special Conditions have been published, HKCAD will accept aircraft and rotorcraft to this standard and HK Special Conditions, as applicable, together with the applicable AD's and HK equivalent retrospective requirements, while they continue in production. Modifications to the aircraft may also be made, provided the requirements used as the basis of HK certification are complied with, or alternatively, that HKCAD agrees that the modifications are acceptable.

(3) For aircraft which are no longer in production, HKCAD reserves the right to modify the basis of HK certification, or to refuse certification. Where HK certification of such aircraft is sought, reference should be made to HKCAD who will advise the position pertaining at that time.

C. Acceptance of Engine, Auxiliary Power Units and Propellers.

(1) A preliminary investigation may be required to establish the standards offered for HK certification and, where necessary, any Special Conditions HKCAD may wish to apply.

(2) When compliance with the HK standard for certification has been established, HKCAD will accept engines (including engines modules), auxiliary power units, and propellers and parts therefore to the defined standard while they continue to be in production subject only to compliance with subsequent applicable AD's and HK equivalent retrospective requirements. Modifications will also be accepted subject to compliance with the HK certification basis.

(3) For engines, auxiliary power units, propellers which are no longer in productions, HKCAD reserves the right to modify the basis of acceptance or to refuse certification.

D. Acceptance of Appliances and Components.

(1) **Appliances and Components.** Appliances and components which are produced in the U.S. for export and used on products which are or may be certificated or approved in HK will be accepted by HKCAD provided:

- (i) They are properly designated, and
- (ii) The FAA or its designee certifies that the components conform to the applicable design data and meet the applicable test and quality control requirements.

SECTION 2 - SPECIAL REQUIREMENTS.

The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any HK Special Conditions) for a particular product to be eligible for HK registration, certification and/or airworthiness validation.

A. All Aircraft.

(1) **Statement of Build Standard.** This statement to include the aircraft specification, changes in design (as required by HK Special Conditions) and a list of Service Bulletins incorporated in production. The list of Service Bulletin incorporation is to identify:

- (i) Production versions of the Service Bulletins.
- (ii) Service Bulletin compliance.
- (iii) Alert Service Bulletin Compliance.

(2) **Modification Standard.** This must include:

- (i) Customers' options incorporated.
- (ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.
- (iii) Service Bulletin compliance.

(3) **Export Certificate of Airworthiness.** The U.S. Export Certificate of Airworthiness must list the status of compliance with HK Special Conditions including, by issue and date, those which have been complied with and those which have not. Accordingly, the following information should be noted on the U.S. Export Certificate of Airworthiness when issued for any aircraft to which the HK Special Conditions are Applicable:

- complied with.
- (i) The date and issue number of the HK Special Conditions which has been complied with.
 - (ii) The list of Special Condition numbers which have been complied with.
 - (iii) The list of Special Conditions which have not been complied with.
 - (iv) List the operating hours accumulated on the aircraft engine(s) and propeller(s).

NOTE: Non-compliance with any HK Special Conditions would not require a waiver from the HKCAD nor preclude the issue of a U.S. Export Certificate of Airworthiness since HKCAD is primarily concerned with the status of compliance.

(4) **Airworthiness Directives.** A declaration of compliance with all AD's issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated. There shall also be a declaration of compliance with UK CAA Additional Directives (available FAA Aircraft Certification Offices).

(5) A copy of the aircraft Type Certificate plus any applicable Supplemental Type Certificates (STC). The STC's will be subject to HKCAD evaluation if not previously investigated.

(6) A list of defects to be rectified by the HK operator at the time of issue of the Export Certificate of Airworthiness, if any.

- (7) Engine/Airframe/Auxiliary Power Unit logbooks.
- (8) ** Seating configuration approval document, where appropriate.
- (9) *** Maintenance Review Board program, where applicable.
- (10) Time/Life limitations.
- (11) * Electrical load analyses.
- (12) * Minimum Equipment List.
- (13) * Wiring Diagram.
- (14) Weight schedule and weighing report.

- | (15) Manuals: | Number Required |
|---|-----------------|
| (i) * Flight Manual or Pilot Operating Handbook | 1 |
| (ii) * Maintenance | 1 |
| (iii) * Operations | 1 |
| (iv) * Weight and Balance Loading Procedures | 1 |
| (v) * Overhaul | 1 |
| (vi) * Structural repair | 1 |
| (vii) ** Component overhaul | 1 |
| (viii) * Engine maintenance and overhaul | 1 |
| (ix) * Standard practices | 1 |
| (x) * Non-destructive testing | 1 |
| (xi) * Structurally significant items | 1 |
| (xii) * Maintenance planning guide | 1 |
| (xiii) * Parts Catalog | 1 |
- (16) Record of Compass System and Magnetic Compass Swings.
- (17) Record of rigging checks.
- (18) Detailed list of radio equipment constituting the radio station.
- (19) Antenna performance patterns, when available.
- (20) List of Serial Numbers of significant component parts, including serial numbers, which are not listed in (15)(xiii).

B. Used Aircraft. In addition to the information referred to in Section 2, paragraph A., the following is also required for used aircraft:

(1) ** The maintenance program to which these aircraft have previously been maintained including :

(i) Previous check cycle.

(ii) Future check cycle.

(2) ** Component overhaul life summary, including details of service life remaining and modification standards.

(3) ** Compliance with structural inspection program. This to include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTES:

* Required only with first aircraft of a particular type and model exported to HKSAR.

** Normally only required for aircraft over 2,730 kg (6,000 lbs.) in Transport Category.

*** Both of foregoing apply.

C. Aircraft Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

D. Engines/Propellers.

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

(3) A statement of Airworthiness Directives and Service Bulletins complied with.

E. Engine/Propeller Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

F. Appliances.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with [[14 CFR part 21]] (Subpart L).
- (3) A statement of Airworthiness Directives and Service Bulletins complied with.

G. Components.

- (1) Conformity Certification Tag (FAA Form 8130-3).
- (2) Compliance with [[14 CFR part 21]] (Subpart L).
- (3) A statement of Airworthiness Directives and Service Bulletins complied with.

H. Radios.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with [[14 CFR part 21 (Subpart L)].

REPUBLIC OF INDIA - SPECIAL REQUIREMENTS

(August 7, 1987)

1. When an aircraft/engine/component exported to India is the first of a model, the manufacturer must supply to the Director General of Civil Aviation the following documents and subsequent revisions:
 - a. Copies of type certification documents and relevant drawings, specification, etc.
 - b. Two sets of maintenance manuals.
 - c. Two sets of overhaul/shop manuals.
 - d. Two sets of engine operations manuals.
 - e. One set of flight manuals, if applicable.
 - f. One set of repair manuals.
 - g. Two sets of Service Bulletins and subsequent new issues in addition to revisions.
 - h. Recommended maintenance schedules.
2. The exporter must show evidence that the products or parts thereof were manufactured under one or more of the following approvals, unless otherwise approved by the Government of India, Director General of Civil Aviation:
 - a. The current valid FAA Production Certificate for the product involved, as outlined in Subpart G of Part 21 of the FAR.
 - b. An FAA-Approved Production Inspection System (FAA-APIS) letter of approval, as stated in Subpart F of Part 21 of the FAR.
 - c. An FAA Replacement and Modification Parts Manufacturers Approval (FAA-PMA) letter of approval issued by the FAA in accordance with Subpart K of Part 21 of the FAR. In this case, each part (or package of small parts) must be marked with the symbol "FAA-PMA" to indicate approval. In addition, each part (or package of small parts) must be marked with the company's name (or trademark), the part number, and the make and model of the type certificated product on which the part is eligible for installation. The make and model information may be on a tag attached to the part (reference FAR 45.15 and FAA Advisory Circular No. 21.303-1A).
 - d. A Technical Standard Order (TSO) acknowledgment or authorization letter, issued by the FAA per FAR Part 21, Subpart O, or those airworthiness parts of the FAR relative to the products involved.

3. Reconditioned, used, or surplus parts must be accompanied by a certification statement signed by an FAA certified repair station holding a currently valid approval certificate, or by a certified aircraft and powerplant mechanic, as provided for under FAR Parts 145 and 65, respectively. The return to service maintenance records required by FAR 43, appendix B, shall accompany the parts.

4. In all instances, suppliers must certify on the face of their invoice that the product involved was manufactured under one or more of the following procedures; i.e., FAA PC No. ____; FAA-APIS letter dated ____; FAA-PMA letter dated ____; TSO No. ____; SAE No. ____; MIL Spec. ____; other Government or Industrial Specifications ____.

REPUBLIC OF INDONESIA - SPECIAL REQUIREMENTS

(Revised - March 19, 1998)

The Republic of Indonesia has published an Advisory Circular (AC) 21-2A, Procedures For the Issuance of an Indonesia Certificate of Airworthiness (C of A) For an Imported Product, dated 20 August, 1997. The actual text of AC 21-2A is as follows:

I. Purpose:

This Advisory Circular provides information to guide and assist operators, [[importers,]] exporters and DGAC personnel in satisfying the Indonesian import requirement for the issuance of [[an]] Indonesian Certificate of Airworthiness.

II. Related Civil Aviation Safety Regulation:

CASR Part A21, "Certification Procedures for Product and Part".

III. Definition of Terms and Abbreviations:

- a. Product means any aircraft or aircraft engine and propeller.
- b. Imported to the Republic of Indonesia, for aircraft, [[this]] means an aircraft intended to be placed on the RI registry and, for other products, [[this]] means [[that the product is]] intended for installation on a RI registered aircraft.
- c. Applicant is an individual or a company requesting an Indonesian registration and a Certificate of Airworthiness for a product.
- d. Notified Indonesian Additional Requirements means additional design requirements that were established during the evaluation of the aircraft type.
- e. Abbreviations used.

RI	=	Republic of Indonesia
DGAC	=	Directorate General of Air Communications
CAA	=	Civil Aviation Authority
CASR	=	Civil Aviation Safety Regulations
DAC	=	Directorate of Airworthiness Certification
C of A	=	Certificate of Airworthiness
AC	=	Advisory Circular

IV. General:

- a.** Importers of products manufactured outside Indonesia being imported into the RI should follow the guidance specified in this AC.
- b.** Correspondence related to the import of products should be addressed to:

Director of Airworthiness Certification
Jalan Merdeka Barat No. 8
Kotak Pos No. 3049.
Jakarta 10030

Telephone: 62-21-3507615
62-21-3811380 ext. 5079
Facsimile: 62-21-3506663

V. Eligibility for Import of Products to Indonesia.

- a.** Product to be eligible for import to Indonesia must be accompanied by a Certificate of Airworthiness for Export or equivalent, issued by the CAA of the country of [[the manufacturer]] or by the CAA of the state of previous registration.
- b.** In the case of aircraft, the Certificate of Airworthiness for Export or equivalent, shall not have been issued more than sixty days prior to the date of the DGAC Certificate of Airworthiness issuance, unless some other time limit is agreed by the DGAC.
- c.** The issuance of a Certificate of Airworthiness for Export or equivalent, requires compliance of the product with the notified Indonesian additional requirements.
- d.** The Certificate of Airworthiness for Export or equivalent, may be issued by the authority of the exporting country without complying with the notified Indonesian additional requirements if the exporter receives approval from the DGAC and the non compliance is endorsed on the C of A for Export.

NOTE:

The Certificate of Airworthiness for Export does not give authority for flight.

VI. Eligibility for the Issuance of an Indonesian Certificate of Airworthiness

To be eligible for the issue of an Indonesian C of A the following must be met:

- a.** The aircraft must comply with CASR Part A21, Subpart H “Airworthiness Certificates” and notified Indonesian additional requirements.

- b.** Compliance with the appropriate document requirements of section VII of this AC.
- c.** The aircraft must be registered in Indonesia.
- d.** The product shall be made available to the DGAC for inspection/test at a suitable time and for such period as necessary, prior to the issuance of a C of A. During the inspection, the aircraft shall be prepared to permit access to its structure, control systems, equipment and installations.
- e.** The service history of the product must be acceptable to the DGAC.

VII.Document Requirements for the issuance of an [[Indonesian]] Certificate of Airworthiness

The following data and documents must be presented by the applicant:

For New Aircraft	To be retained by DAC	To remain with or to be returned to the applicant
1. Statement of Build Standard: This statement should refer to aircraft specification, the differences from previously accepted aircraft on the Indonesian register and a list of production version service bulletins (modifications, engineering orders, etc.) incorporated in production and/or the list of service bulletins incorporated.	X	
2. Modification Standard: This must include a list of all changes incorporated in addition to the build standard.	X	
3. Export Certificate of Airworthiness or Equivalent	X (original)	X (copy)
4. Airworthiness Directives; A declaration of compliance with all airworthiness directives issued by the CAA of the country of [[the manufacturer]]. Where alternate means of compliance have been used, a copy of the approval shall be provided.	X	
5. Aircraft/Engine/Propeller/APU Log Books		X
6. Component Life Record		X
7. Weighing Report		X
8. Approved Seating Configuration Document		X
9. Noise Certificate, when applicable	X	

For New Aircraft	To be retained by DAC	To remain with or to be returned to the applicant
10. Manuals: <ul style="list-style-type: none"> • The Flight Manual and/or the Pilot Operating Handbook. • The Operations Manual (if applicable) • The Aircraft Maintenance Manual (if applicable) • The Engine Maintenance Manual (if applicable) • The Maintenance Planning Document (if applicable). 		X
11. Copy of the Production Flight Test Report	X	
12. Record of Calibration Systems and Magnetic Compass Swings		X
13. A statement that suitable tests and measurements have been made to establish the satisfactory performance of the installed radio/radar apparatus and their associated antenna.		X
14. Radio License		X

For Used Aircraft	To be retained by DAC	To remain with or to be returned to the applicant
1. Statement of Definition: A record which includes all changes (Service Bulletins, modifications, repairs, etc.) embodied on the aircraft. Note: The DGAC may require the compliance data regarding any change to the type design.	X	
2. Export Certificate of Airworthiness or Equivalent	X (original)	X (copy)
3. Airworthiness Directives: A declaration of compliance with all Airworthiness Directives issued by the authority of the country of [[the manufacturer]] and the authority of the State of Registry. Where alternate means of compliance have been used, a copy of the approval shall be provided. NOTE: The DGAC may audit the compliance with these Airworthiness Directives.	X	
4. Aircraft/Engine/Propeller/APU Logbooks		X
5. Component Life Record		X
6. Weighing Report		X
7. Approved Seating Configuration Document		X
8. Noise Certificate	X	
9. Manuals:		X

For Used Aircraft	To be retained by DAC	To remain with or to be returned to the applicant
<ul style="list-style-type: none"> • The Flight Manual and/or the Pilot Operating Handbook • The Operations Manual (if applicable) • The Aircraft Maintenance Manual • The Engine Maintenance Manual (if applicable) • The Maintenance Planning Document (if applicable) 		
10. A statement that suitable tests and measurements have been made to establish the satisfactory performance of the installed radio/radar apparatus and their associated antenna.		X
11. Radio License		X
12. Data Related to Continuing Airworthiness <ul style="list-style-type: none"> (i) The total aircraft hours since [[manufactured]]. (ii) The total number of landings/pressure cycles. (iii) A statement describing the past operational life and uses of the aircraft, including any special mission role. (iv) Record of all major structural component changes such as those of wing, tailplane, etc. and the individual history of such components. (v) Record of service history (maintenance record) (vi) A record of all major repairs, including the nature of the damage in each case, e.g. corrosion, crack, accidental damage, etc. (vii) The applicant's approved maintenance schedule or maintenance program to which the aircraft will be [[maintained,]] and the intended transition from the previously followed maintenance schedule or program. 		X

NOTE: Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DGAC before arranging to import into Indonesia.

For New Aircraft Engine	To be retained by DAC	To remain with or to be returned to the applicant
1. Statement of Build Standard: This statement should refer to aircraft specification, the differences from previously accepted aircraft on the Indonesian register and a list of production version service bulletins (modifications, engineering orders, etc.) incorporated in production and/or the list of service bulletins incorporated.	X	
2. Modification Standard: This must include a list of all changes incorporated in addition to the build standard.	X	
3. Export Certificate of Airworthiness or Equivalent:	X (original)	X (copy)
4. Airworthiness Directives: A declaration of compliance with all airworthiness directives issued by the CAA of the country of [[the manufacturer]]. Where alternate means of compliance have been used, a copy of the approval shall be provided.	X	
5. Engine Log Books		X
6. Component Life Record		X
7. Noise Certificate, when applicable	X	
8. Manuals: <ul style="list-style-type: none"> • The Engine Maintenance Manual (if applicable) • The Maintenance Planning Document (if applicable) 		X
9. Copy of the Production Test Run Report	X	

For Used Aircraft Engine	To be retained by DAC	To remain with or to be returned to the applicant
1. Statement of Definition: A record which includes all changes (service bulletins, modifications, repairs, etc.) embodied on the engine. NOTE: The DGAC may require the compliance data regarding any change to the type design.	X	
2. Export Certificate of Airworthiness or Equivalent:	X (original)	X (copy)
3. Airworthiness Directives:	X	

For Used Aircraft Engine	To be retained by DAC	To remain with or to be returned to the applicant
A declaration of compliance with all airworthiness directives issued by the CAA of the country of [[the manufacturer]]. Where alternate means of compliance have been used, a copy of the approval shall be provided.		
4. Engine Log Books		X
5. Component Life Record		X
6. Noise Certificate, when applicable	X	
7. Manuals: <ul style="list-style-type: none"> The Engine Maintenance Manual (if applicable) The Maintenance Planning Document (if applicable) 		X
8. Copy of the Engine Test Run from an Approved Repair Station	X	
9. Service History Since the Last Overhaul		X

For New Propeller	To be retained by DAC	To remain with or to be returned to the applicant
1. Statement of Build Standard: This statement should refer to propeller specification, the differences from previously accepted propellers accepted in Indonesian and a list of production version service bulletins (modifications, engineering orders, etc.) incorporated in production and/or the list of service bulletins incorporated.	X	
2. Modification Standard: This must include a list of all changes incorporated in addition to the build standard.	X	
3. Export Certificate of Airworthiness or Equivalent:	X (original)	X (copy)
4. Airworthiness Directives A declaration of compliance with all airworthiness directive issued by the CAA of the country of [[the manufacturer]]. Where alternate means of compliance have been used, a copy of the approval shall be provided.	X	
5. Propeller Log Books		X
6. Component Life Record		X
7. Manuals:		X

For New Propeller	To be retained by DAC	To remain with or to be returned to the applicant
<ul style="list-style-type: none"> • The Propeller Maintenance Manual (if applicable) • The Maintenance Planning Document (if applicable) 		
8. Copy of the production test/function test report	X	

For Used Propeller	To be retained by DAC	To remain with or to be returned to the applicant
1. Statement of definition: A record which includes all changes (service bulletins, modifications, repairs, etc.) embodied on the engine NOTE: The DGAC may require the compliance data regarding any change to the type design.	X	
2. Modification Standard: This must include a list of all changes incorporated in addition to the build standard.	X	
3. Export Certificate of Airworthiness or Equivalent:	X (original)	X (copy)
4. Airworthiness Directives A declaration of compliance with all airworthiness directive issued by the CAA of the country of [[the manufacturer]]. Where alternate means of compliance have been used, a copy of the approval shall be provided.	X	
5. Propeller Log Books		X
6. Component Life Record		X
7. Manuals: <ul style="list-style-type: none"> • The Propeller Maintenance Manual (if applicable) • The Maintenance Planning Document (if applicable) 		X
8. Copy of the Propeller Operational Check from an Approved Repair Station.	X	
9. Service History Since the Last Overhaul.		X

VIII. Compliance with operational rules

It is the responsibility of the applicant for an Indonesian Certificate of Airworthiness to demonstrate compliance with Indonesian operational rules.

Currently the Indonesian operational rules are:

CASR Part A91
CASR Part A121
CASR Part A135

NOTE:

This list is not exhaustive and other operational rules may be issued after the publication of this Advisory Circular. The list of available operational rules may be obtained from DAC, Sub Division of Administration or program.

Address:

Jalan Merdeka Barat No. 8
Kotak Pos No. 3049.
Jakarta 10030

Telephone: 62-21-3507615
62-21-3811380 ext. 5079

Facsimile: 62-21-3506663

IRELAND - SPECIAL REQUIREMENTS

(Revised - August 28, 1997)

1. Aircraft and other Class I products to be eligible for certification by The Irish Aviation Authority should be covered by Export Certificates of Airworthiness, as provided for in [[Title 14 of the Code of Federal Regulations (14 CFR) part 21 of the United States.]].
2. Aircraft or other Class I products Type Certificated as new or derivative aircraft or products after 11 September, 1990 shall comply with applicable JAA Type Certification requirements.
3. Aircraft or other Class I products Type Certificated as new or derivative aircraft or products before 11th September, 1990 shall comply with applicable FAA or JAA Type Certification requirements.
4. Class II and III products will be exported in accordance with procedures prescribed in [[14 CFR part 21 of the United States]] or the applicable parts of JAR 21.
5. Export Certificates of Airworthiness and other related data should be forwarded to the foreign purchaser, or otherwise to the Authority, inasmuch as the Irish Aviation Authority requires that the applicant (the foreign purchaser) shall submit to that Authority such substantiating evidence as may be necessary to establish airworthiness and eligibility for registration and certification by that Authority.
6. In addition to the foregoing, applicable parts of the following special requirements prescribed by Ireland will be complied with when exporting aircraft.

(a) If the aircraft is the first (Note 1) of a model exported to Ireland, the following material will be furnished with the new aircraft.

(1) A copy of the Type Certification and Flight Test Reports. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures obtained, or furnished with, the Type Flight Test Report shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made part of the report. Established operational limitations, speeds, and approved loads shall be indicated.

NOTE 1: When in doubt as to whether an aircraft is the first of a model, contact the air authority of the importing country.

(2) A copy of the manufacturer's production flight test report applying to the aircraft in question including a copy of the flight checkoff form utilized with respect to the testing of the aircraft.

(3) Three-view drawings of the major assemblies, installations, and primary structure.

(4) A type record or stress analysis summary or equivalent documentation showing, for all members of the primary structure, their design load, dimensions, materials, strength and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests.

(5) A statement by an authorized representative of the manufacturer to the effect that all continued airworthiness information and service bulletins, and revisions to such bulletins will be automatically distributed to The Irish Aviation Authority, Aviation House, Hawkins Street, Dublin 2, Ireland.

(6) One copy of a flight manual for each aircraft, and one copy of the operating, maintenance (including maintenance schedule), and repair manuals and revisions to such manuals applicable to the aircraft, engine, propeller and equipment installed on the aircraft.

(7) A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft engines, propellers, and associated equipment.

(8) A copy of information or instructions essential to the assembly and rigging of the aircraft.

(9) A list of avionic equipment on the aircraft including flight control, display, communication and navigation systems and data and voice recorders with summary specifications and certification compliance for each system.

b. In case an aircraft of the same model has been exported to, and certificated in Ireland, the following documents or materials will be furnished by the exporter or by the government of the country of origin:

(1) The export certificate will list the propeller serial numbers, as well as the engine serial numbers.

(2) One copy of a flight manual for each aircraft; one copy of operating, maintenance (including maintenance schedule), overhaul and repair manuals if not already provided for in a. (6).

(3) A list of avionic equipment on the aircraft including flight control, display, communication and navigation systems and data and voice recorders with summary specifications and certification compliance for each system.

STATE OF ISRAEL – SPECIAL REQUIREMENTS (Revised – May/2002)

SECTION 1 – INTRODUCTION

The manner in which the Israeli Civil Aviation Administration (CAAI) accepts aeronautical products from the United States is governed by the Israeli U.S. Bilateral Aviation Safety Agreement (BASA) which was effected December 19, 2000. The means of implementing the BASA is specified in its accompanying implementation procedures.

SECTION 2 – APPROVAL OF TYPE DESIGN

An Aircraft Type Certificate issued by the Israeli CAAI is a prerequisite in establishing eligibility of an aircraft for an Israeli Certificate of Airworthiness. An aircraft engine, propeller, or appliance intended for use in Israel must have its type design approved or accepted by CAAI.

The approval or acceptance of the type design of an aeronautical product involves a type design examination, which is the process that allows CAAI to gain knowledge of the product and ensure that the Israeli basis of certification has been met. The certification process is designed to take utmost advantage of the existing bilateral agreement by providing maximum credit as practicable to the FAA's type certification activities.

The regulations and standards applicable to design approval procedures are those of Israeli Air Navigation Regulations (ANR) Certification Procedures for Products and Parts.

An applicant for an Israeli Type Certificate shall make application through the FAA, with a request that the application and related information be forwarded to the Civil Aviation Administration of Israel (CAAI), Manager Engineering and Manufacturing Branch, P.O.Box 8, Ben-Gurion Airport 70150, Israel.

An early application is recommended in order to minimize delay and to provide ample time for the resolution of problems associated with type certification activities. Each application will be processed in order to establish the Israeli basis of certification and to determine the extent of the activities needed to complete the Israeli type certification. The applicant and the FAA will subsequently be advised of any required type certification with the objective of assuring compliance with the Israeli Air Navigation Regulations (ANR), Certification Procedures for Products and Parts, avoiding duplication of efforts and utilizing FAA knowledge and expertise to the extent possible.

2.1 AIRCRAFT, AIRCRAFT ENGINE, PROPELLER

- (a) Designed and Manufactured in the U.S.

All U.S. aircraft types not previously accepted for use in Israel, require an Israeli Aircraft Type Certificate prior to the aircraft being eligible for an Israeli Certificate of Airworthiness.

With few exceptions, such as unusual designs, it is the current policy of CAAI to accept

FAA Type Certificates issued for ([Title 14 of the Code of Federal Regulation { 14 CFR } Parts 23, 27, 33, and 35]) products as an acceptable Israeli type design approval.

([Title 14 of the Code of Federal Regulation part 23]) commuter category aeroplanes, ([14 CFR part 25/14 CFR part 29]) transport category aircraft intended for commercial operation, are subject to a type design examination and approval by CAAI. Upon establishing compliance with the Israeli basis of certification, an Israeli Type Certificate will be issued for the product category.

CAAI will advise the U.S. applicant, through the FAA, of Additional Technical Conditions. These Additional Technical Conditions are the requirements, including Special Conditions, Israeli Additional Airworthiness Requirements, and environmental requirements, that might be specified by CAAI in addition to the FAA basis of certification to assure compliance with the Israeli basis of certification.

Upon application, a corresponding Israeli Type Certificate will be issued for these products based on the FAA Type Certificate and FAA Statement of Compliance with the Israeli Basis of Certification.

(b) Aircraft Engines and Propellers Designed and Manufactured in the U.S.

Aircraft engines and propellers installed on aircraft contemplated for export to Israel are accepted as part of the Israeli type certificated aircraft, prior to being imported to Israel and do not require a separate Israeli Type Certificate.

(c) Engines and propellers that were not accepted during a process of issuance of a type certificate for an imported aircraft, must be issued an Israeli Type Certificate in accordance with para. 2.1 (a).

(d) Aircraft Designed and Manufactured in Third Countries.

Aircraft which were designed and manufactured in a third country require an Israeli Type Certificate in order to be eligible for import to Israel. The third country must have a bilateral agreement with the FAA and CAAI covering the same class of products. The FAA must certify that each aircraft :

- (1) Conforms to the CAAI-approved type design, as specified in the CAAI Type Certificate Data Sheet, and any additional Supplemental Type Certificates approved by the CAAI, as notified;
- (2) Is in condition for safe operation, including compliance with all applicable Israeli and U.S. Airworthiness Directives, as notified;
- (3) Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records);
- (4) Meets all additional requirements prescribed by the CAAI, when notified; and
- (5) The FAA Export Certificate of Airworthiness includes a statement :

“The [INSERT MODEL & SERIES] covered by this certificate conforms to the type design approved under CAAI Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], and is found to be in condition for safe operation”, and/or any other “import requirements” [text as specified in the Israeli Type Certificate Data Sheet”].

2.2 Appliances

Appliances manufactured under an FAA-issued a Technical Standard Order (TSO) authorization to an applicant located in the United States do not require a separate CAAI approval where the TSO has been adopted as the Israeli standard. The FAA- issued TSO authorization is accepted by the CAAI without any further review.

2.3 Parts Manufacturing Approval (PMA)

Parts manufactured in the USA under an FAA- PMA , are accepted by CAAI without further Review.

2.4 Supplemental Type Certificate (STC)

- (a) FAA Supplemental Type Certificates which were incorporated on an aircraft contemplated for export to Israel,

STCs incorporated on an aircraft contemplated for export to Israel may be accepted by reference to the aircraft FAA Export C of A dependent upon the complexity of the change in type design, the product affected, the product category and the State responsible for initial type design.

- (b) FAA Supplemental Type Certificates intended for incorporation on Israeli registered aircraft.

An FAA STC intended for incorporation on an Israeli registered aircraft or on an aeronautical product that is installed on an Israeli registered aircraft requires the approval or acceptance by CAAI. The STC is subject to examination by CAAI, and the extent of review is dependent upon the complexity of the change in type design, the product affected, the product category and the state responsible for initial type design. An applicant seeking approval or acceptance of an FAA STC, or issuance of a corresponding Israeli STC, should contact CAAI through the FAA for detailed information and requirements.

2.5 Israeli CAAI Contact

All questions relating to Israeli type design approval of aeronautical products, as specified in Section 2 above, should be addressed to :

Manager, Engineering and Manufacturing Branch
Civil Aviation Administration of Israel
Airworthiness Division
P.O.Box 8
Ben-Gurion International Airport, Israel 70150

Facsimile: (972) 3 9774592
Telephone: (972) 3 9774529 / 9774540

SECTION 3 – CAAI CONDITIONS FOR ACCEPTANCE OF AERONAUTICAL PRODUCTS

The installation of (FAA) Class II or III products, which include TSO and PMA parts, on an Israeli registered aircraft or on an aeronautical product that is installed on an Israeli registered aircraft must be done in a manner acceptable to CAAI. Where the installation constitutes a major modification, the installation should be done in accordance with data approved or specified by CAAI.

Clarification on the acceptability or eligibility of a product for installation on an Israeli registered aircraft or on an aeronautical product installed on an Israeli registered aircraft may be directed to CAAI.

3.1 (FAA) Class I Aeronautical Products New Aircraft, Aircraft Engine, Propeller

- (a) The CAAI shall accept FAA Export Certificates of Airworthiness on new aircraft, aircraft engines and propellers, only when the FAA certifies that each aircraft, aircraft engine and propeller:
 - (1) Conforms to a type design approved by the CAAI, as specified in the CAAI's Type Certificate Data Sheet, and any additional Supplemental Type Certificates approved/accepted by the CAAI [NOTE: Except under the conditions stated in paragraph 3.1(c)(2)].
 - (2) Is in a condition for safe operation, including compliance with applicable Israeli and U.S. Airworthiness Directives as notified;
 - (3) Meets all additional requirements prescribed by the CAAI, when notified; and
 - (4) Has undergone a final operational check (only for aircraft engines and propellers).
- (b) All aircraft, aircraft engines, and propellers exported to Israel with FAA airworthiness approval will have an FAA Form 8130-4, Export Certificate of Airworthiness, issued in accordance with the requirements of 14 CFR Part 21, Subpart L.
- (c) The Export Certificate of Airworthiness should contain a statement such as :
 - (1) For Aircraft

“The [INSERT MODEL & SERIES] covered by this certificate conforms to the type design approved under CAAI Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], and is found to be in condition for safe operation’, and/or any other “import requirements” [text as specified in the Israeli Type Certificate Data Sheet].
 - (2) For aircraft engines and propellers that were accepted by CAAI during the process of issuance a type certificate for a particular aircraft and provided it has been verified that these aircraft engines and propellers type/models are listed on that aircraft TCDS.

“The [INSERT AIRCRAFT ENGINE OR PROPELLER], covered by this certificate conforms to the type design approved under FAA Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER, AND TCDS REVISION LEVEL], and is found to be in a condition for safe operation and has undergone a final Operational check”, and/or any other “import requirements” [text as defined by the Israeli CAAI].

- (3) Aircraft engines and propellers that were not accepted during the process of issuance of an Israeli Type Certificate for an imported aircraft MUST BE FIRSTLY ISSUED WITH AN ISRAELI TYPE CERTIFICATE.

The Export Certificate of Airworthiness should contain a statement such as:

“The [INSERT AIRCRAFT ENGINES OR PROPELLERS] covered by this certificate conforms to the type design approved under CAAI Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], and is found to be in condition for safe operation’, and/or any other “import requirements” [text as specified in the Israeli Type Certificate Data Sheet].

3.2 (FAA) Class II Aeronautical Products – Parts and Appliances

For Class II Products imported from the United States, the Israeli CAAI will accept as proof of conformity to the Israeli design data, an FAA Airworthiness Approval Tag, FAA Form 8130-3, that by its issuance certifies each part :

- (1) Is eligible for installation in a product or appliance which has been granted a CAAI design approval.
- (2) Meets all additional requirements prescribed by the CAAI, when notified.

3.3 (FAA) Class III Aeronautical Products – Standard Aircraft Parts and Materials

Standard aircraft parts and materials are eligible for installation on Israeli registered aircraft where the product:

- (1) conforms to the design data for the aeronautical product which they are a part or component; or
- (2) conforms to a recognized government or industry national standard (e.g., AN, SAE, NAS, etc.);
- (3) is identified with the manufacturer’s name and part number, either on the product or the packaging whichever is appropriate; and
- (4) is in a condition for safe operation.

CAAI will accept as proof of conformity an original manufacturer’s release document with a statement certifying the product conforms to its recognized standard or specification.

3.4 Used Aircraft for which there has been a Design Approval granted by the CAAI

- (a) The CAAI shall accept Export Certificates of Airworthiness on used aircraft for which either the United States or Israel is the State of Design, for import into Israel for airworthiness certification when the FAA certifies that each used aircraft:
 - (1) Conforms to the CAAI-approved type design, as specified in the CAAI Type Certificate Data Sheet, (for STC's refer to Section 2.4 Para. A)
 - (2) Is in condition for safe operation, including compliance with all applicable Israeli and U.S. Airworthiness Directives, as notified;
 - (3) Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records);
 - (4) Meets all additional requirements prescribed by the CAAI, when notified; and
 - (5) The FAA Export Certificate of Airworthiness includes the statement in para. 3.1 (c).
- (b) The CAAI shall also accept the FAA Export Certificate of Airworthiness for used aircraft manufactured in a third country when that third country has a bilateral agreement with the FAA and CAAI covering the same class of product, and the conditions of paragraph 3.4 (a) (1) through (5) have been met.
- (c) The CAAI may also request inspection and maintenance records which include, but are not limited to the original or certified true copy of the Export Certificate of Airworthiness issued by the FAA; verifying records which ensure that all overhauls, major changes, and repairs were accomplished in accordance with approved data; and maintenance records and log entries which substantiate that the used aircraft has been properly maintained throughout its service life to the requirements of an approved maintenance program.

SECTION 4 - TECHNICAL LITERATURE AND MANUALS

4.1 Each aircraft exported to Israel must be accompanied by:

- (a) An Export Certificate of Airworthiness that indicates an aircraft conformance status in relationship to its CAAI Approved Type Design. The export certificate of airworthiness should also list the Type Certificate Data Sheet number(s), make, model, and serial number of all engines and propellers installed on the aircraft being exported to Israel.
- (b) Photocopies of all STC's installed in the particular aircraft.
(Reference Section 2.4 Para. A).
- (c) FAA approved Airplane Flight Manual.
- (d) Weight and Balance Report with the Equipment List.
- (e) Aircraft , engine and propeller logbooks as applicable or other equivalent historical records.

- (f) A listing of all applicable airworthiness directives and a statement regarding their compliance status.
- (g) As applicable, a listing of FAA Form 337, Major Repair and Alteration, or equivalent.
- (h) List of incorporated Service Bulletins, if available as part of the aircraft records retained in accordance with 14 CFR 91.417(b)(1)

4.2 Engines and propellers exported to Israel must be accompanied by:

- (a) An FAA Export Certificate of Airworthiness.
- (b) List of all applicable Airworthiness Directives indicating status of compliance of each AD.
- (c) For turbine engines – list of life limited parts and discs records.
- (d) Historical records.

SECTION 5 - NOISE STANDARDS

- 5.** Either [[14 CFR part 36]] or ICAO Annex 16 are acceptable noise standards in Israel.

REPUBLIC OF ITALY - SPECIAL REQUIREMENTS

(March 13, 1991)

1. INTRODUCTION. An RAI type design approval (Certificato di Omologazione del Tipo) for an aircraft is a prerequisite for issuance of an Italian certificate of airworthiness, or to permit a related product (e.g., aircraft, engine, appliances) to be installed on an aircraft having an Italian certificate of airworthiness. The RAI does not generally grant type design approvals for products manufactured outside Italy which are not intended for Italian utilization, except for articles to be installed on Italian manufactured products. Therefore, U.S. applicants for type design approval should provide RAI with evidence of intended Italian utilization at the time of application.

Approval of changes to the design (e.g., model changes) sought by the type certificate holder will be issued as amendments to the RAI type design approval.

Changes or production design improvements other than those to be dealt with under preceding paragraph, such as changes introduced by service bulletins, will be considered approved by the RAI upon approval by the FAA under its normal procedures provided information on the changes is supplied to the RAI by the Manufacturer and FAA.

The RAI may issue supplemental type certificates (Certificati di Omologazione del Tipo Supplementari) to grant approval for changes to a type design on aeronautical products for which a standard type certificate has been previously granted. The RAI will consider approving a change in type design (STC's) on a product made by an applicant in the U.S., provided the product has been type certificated by both the FAA and the RAI for standard category certification.

The RAI aircraft type design approval procedures are stated in the RAI Istruzione per il Servizio no. 011, copy of which may be requested to the RAI. These procedures follow basically the same criteria outlined in the FAA AC 21-23 dated July 7, 1987.

Aircraft type design approval usually is intended to cover both engine and propeller approval.

For aircraft engines and propellers, which are exported separately to Italy and which are not spare parts of certificated aircraft for which RAI is requested to approve the installation on Italian registered aircraft, the RAI will issue a Certificato di Omologazione del tipo. For appliances for which a performance standard has been published in the applicable Regolamento Tecnico RAI, approval may be granted by correspondence between the FAA and the RAI. Other forms of design approval may be issued when mutually agreed on by the FAA and the RAI. RAI will issue a Certificato di Omologazione del Tipo di parte (COTP) for such appliances.

The appropriate form of design approval may be issued to the applicant by the RAI after receipt of a statement from the applicant through the FAA, with confirmation by the FAA, that the design and performance of the appliance or article comply with the applicable TSO or other accepted standards; and receipt of all the required data pertaining to the proper installation, performance, operation, and maintenance of the appliance.

2. AIRWORTHINESS CERTIFICATION OF IMPORTED PRODUCTS.

2.0 GENERAL. Aircraft and related products manufactured outside Italy being imported to Italy must, for RAI airworthiness acceptance, be accompanied by an Export Certificate of Airworthiness or certifying statement issued by the Civil Airworthiness (CAA) of the State of manufacture or by the Exporting CAA in the case of a "third country," as addressed in Section 2.1. For products imported from U.S., the procedures established in Part 21, Subpart L of the FAR are generally acceptable by the RAI, provided the following further requirements are complied with.

2.1 Complete aircraft manufactured in the U.S. The RAI will accept the certification of the FAA on the airworthiness of an aircraft in making its finding that the aircraft is eligible for an airworthiness certificate. The certification by the FAA will attest that the aircraft:

- a. conforms to a type design approved by the RAI which meets the RAI's airworthiness and environmental standards as specified in the RAI's type certificate data sheet;
- b. is in a condition for safe operation, including compliance with applicable FAA mandatory airworthiness modifications and special inspections; and
- c. contains equipment which assures compliance with the RAI's operational requirements as notified by the RAI.

2.2 Deviations from the RAI type design. Any deviations from the RAI type design will be noted by the FAA on the certifying statement. Any such deviations will be resolved by the applicant/installer before an aircraft is eligible for an Italian airworthiness certificate, or a related product is eligible for installation on an aircraft having an Italian airworthiness certificate.

2.3 Products other than complete aircraft manufactured in the U.S. The RAI shall accept the evaluations of a product made by the FAA in making its finding that the product is eligible for installation on aircraft having an airworthiness certificate issued by the RAI, if the FAA makes a certification that the product conforms to a type design approval issued by the RAI to the manufacturer for installation on that type of aircraft and is in a condition for safe operation, including compliance with any applicable mandatory airworthiness modifications, special inspection, and special requirements of the RAI.

2.4 Aircraft, aircraft engines, or propellers manufactured in a third State. In making its finding of eligibility for an airworthiness certificate or approval for an aircraft, aircraft engine, or propeller manufactured in a third State, the RAI shall accept the certification of the FAA as to the airworthiness of that aircraft, aircraft engine, or propeller, providing the FAA makes a certification to the RAI similar to that required in Section 2.1 or 2.3, as appropriate, and further providing that:

- a) both the FAA and the RAI have approved the basic type design of the aircraft, aircraft engine, or propeller, as appropriate; and
- b) in the case of an aircraft, the aircraft normally would have been registered and certificated in the U.S., or had been in the U.S. for the purpose of completion, e.g., interior installation.

3. SPECIAL REQUIREMENTS.

3.0 Provision of aircraft manuals, reports, and other documentation. Acceptance of the first of a type or model of aircraft into Italy is conditional upon the aircraft type design approval holder providing to RAI at no charge two copies of the Aircraft Flight Manual (or Pilot Operating Handbook), Maintenance Manual, Structural Repair Manual, Illustrated Parts Catalogue, Service Bulletins, and any other document necessary for safe operation and continuing airworthiness of the type of aircraft, together with all subsequent amendments to these documents. In addition, one copy of the following documentation is required and kept up-to-date as necessary:

- FAA Type Certificate and Data Sheet;
- Detailed Aircraft Specification;
- List of all documents submitted to FAA for Type Certification (the RAI reserves the right to request any individual document of this List);

- Manufacturer Compliance Checklist;
- Type Inspection Authorization, including all amendments;
- Type Inspection Report, Part II (Flight);
- Production Flight Test Report;
- Weight and Balance Manual;
- FAA approved Master Minimum Equipment List;
- Optional Equipment List;
- List of Radio Communication and Navigation Equipment;
- Antenna performance patterns, when available;
- Seating Configuration Approval Document;
- Engine and Propeller Maintenance and Overhaul;
- Component Overhaul;
- Maintenance Review Board Report, where applicable;
- Time/Life limitations; and
- Maintenance Planning Guide.

3.1 Cabin markings. For transport category and commuter category aircraft:

Markings and placards intended for passenger information, cabin and external emergency instructions and instructions for operation of passenger and cargo doors, must be presented in bilingual form Italian and English.

NOTE: The required Italian text will be notified to the exporter, or alternatively may be completed in Italy prior to standard airworthiness certification.

3.2 Aircraft engines and propellers. For engines and propellers, documents corresponding to those listed under Item 3 as applicable.

3.3 Documentation required for import products.

(a) All aircraft.

(1) Modification Standard. This must include:

- (i) customer options incorporated;
- (ii) equipment incorporated, including items of equipment not necessarily installed by the manufacturer;
- (iii) service bulletin compliance; and

- (iv) Alert Service Bulletin compliance.
 - (2) Export Certificate of Airworthiness. See Section 21.
 - (3) Airworthiness Directives. A declaration of compliance with all AD's issued by FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.
 - (4) Supplemental Type Certificate (STC) incorporated. The STC's will be subject to RAI evaluation if not previously investigated.
 - (5) A list of defect to be rectified by the Italian operator at the time of issue of the Export Certificate of Airworthiness, if any.
 - (6) Engine/Airframe/Propeller/Auxiliary Power Unit logbooks.
 - (7) Seating configuration approval document, where appropriate.
 - (8) Time/Life limitations.
 - (9) Weight schedule and weighing report.
 - (10) Flight Manual or Pilot Operating Handbook.
 - (11) Record of rigging checks.
 - (12) Detailed list of radio equipment constituting the radio station.
 - (13) List of part numbers including serial numbers of significant components parts.
- (b) Used Aircraft. In addition to the information referred to in the paragraph A above, the following is also required for used aircraft:
- (1) The maintenance program to which these aircraft have previously been maintained including:
 - (i) previous check cycle; and
 - (ii) future check cycle.
 - (2) Component overhaul life summary, including details of life remaining and modification standards.
 - (3) Compliance with structural inspection program, including details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.
 - (4) Flight test report according to production flight test schedule.
 - (5) Maintenance records. The products must be accompanied by maintenance records equivalent to those specified below that reflect the status of required inspections, life limits, etc.

(a) Records of the maintenance (including FAA Form 337 or equivalent), preventive maintenance, and alteration, and records of the 100-hour, annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft. The records must include:

performed;

- (1) a description (or reference to data acceptable to the RAI) of the work performed;
- (2) the date of completion of the work performed; and
- (3) the signature and certificate number of the person approving the aircraft for return to service.

(b) Records containing the following information:

- (1) the total time in service of the airframe, each engine and each propeller;
- (2) the current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance;

- (3) the time since last overhaul of all items installed on aircraft which are required to be overhauled on a specific time basis; and

- (4) the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained.

(c) Aircraft parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21, Subpart L.

(d) Engines/Propellers.

- (1) Export Certificate of Airworthiness (FAA Form 8130-4).
- (2) Compliance with FAR 21, Subpart L.
- (3) Statement of Service Bulletins complied with.
- (4) Operational check.
- (5) Maintenance records.
- (6) Life limited parts record.

(e) Engine/Propellers Parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21, Subpart L.

- (f) Appliances.
 - (1) Airworthiness Approval Tag (FAA Form 8130-3).
 - (2) Compliance with FAR 21, Subpart L.
- (g) Components.
 - (1) Airworthiness Approval Tag (FAA Form 8130-3).
 - (2) Compliance with FAR 21, Subpart L.
 - (3) Statement of Service Bulletin complied with.

JAMAICA- SPECIAL REQUIREMENTS

(Revised - July 3, 2000)

1. GENERAL

(a) Any aircraft being imported into Jamaica from the United States must qualify for certification in the United States in the Standard or Restricted categories and must have been issued with an Export Certificate of Airworthiness, United States Federal Aviation Administration (FAA) form number 8130-4, in accordance with [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]].

(b) All aeronautical products classified by the FAA as Class II or Class III products being imported into Jamaica, must be accompanied by documentation which confirms that the item conforms to the relevant sections or [[14 CFR]] part 21. An FAA Form 8130-3, carrying an authorized signature, is acceptable.

(c) If an aircraft is to be registered in Jamaica prior to departing from the United States, then the importer is required to apply to the Civil Aviation Authority of Jamaica (CAA) for the issue of the necessary Jamaican Certificates of Registration and Airworthiness.

2. AIRCRAFT - FIRST OF TYPE BEING IMPORTED

If an aircraft being imported into Jamaica is the first of its type, or model variant, to be imported, the following must be supplied to the CAA prior to importation.

(a) One complete set of maintenance (or service) manuals, with amendment service, for:

(i) The Aircraft.

(ii) The Engine(s).

(iii) The Propeller (if applicable), and

(iv) The Auxiliary Power Unit (if applicable).

(b) A copy of the current Type Certificate

(c) A copy of the Aircraft Flight Manual or Pilot's Operating Handbook as applicable.

(d) A proposed Maintenance Schedule

(e) A copy of the Master Minimum Equipment List (MMEL)

(f) A summary of all applicable Airworthiness Directives (AD's).

(g) Proof of compliance with all AD's

(h) A copy of the latest Weight and Balance Report showing that the aircraft has been weighed within the last year.

(i) Documentation showing that the aircraft has had an Annual Inspection within thirty (30) days prior to export, unless it is less than six (6) months old.

(j) The flight time, since new, of the aircraft and all life limited components, as well as the Time since overhaul of engine(s) and propellers(s)

(k) Proof of delivery of all historical records such as aircraft, engine and propeller logbooks, repair and alteration forms, to the importer. The CAA reserves the right to review such records prior to importation.

3. AIRCRAFT OF A TYPE PREVIOUSLY ON THE JAMAICAN REGISTER

If an aircraft is not the first of its type being imported, then only items 2c, 2d, 2g, 2h, 2i, 2j, and 2k in section 3 above need to be supplied to the CAA prior to importation.

4. AERONAUTICAL PRODUCTS OTHER THAN CLASS I PRODUCTS

(a) All Aeronautical products, described as Class II products in the United States under [[14 CFR]] part 21.321 being imported into Jamaica, must be accompanied by:

(i) A duly certificated airworthiness approval tag FAA Form 8130-3; and

(ii) A statement of Airworthiness Directives and Service Bulletin complied with (if applicable).

(b) All aeronautical products, described as Class III products in the United States under [[14 CFR]] part 21-321 being imported into Jamaica, must be accompanied by:

(i) A duly certificated airworthiness approval tag, FAA Form 8130-3(serialized part); or

(ii) A Technical Standard Order (TSO) authorization , granted under [[14 CFR part 21, Subpart O]];or

(iii) A document issued by the manufacturer of the part that contains a certification to the effect that the part was either manufactured under a Production Certificate (PC) granted under [[14 CFR]] part 21, Subpart G, or a FAA Parts Manufacturing Approval (PMA), granted under [[14 CFR]] part 21, Subpart K; and

(iv) A FAA certificate of conformity if the item was manufactured under TSO. PC. Or PMA; and

(v) A statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

5. CORRESPONDENCE

All correspondence regarding registration and certification of civil aircraft should be addressed to:

The Director General Civil Aviation Authority
Civil Aviation Authority of Jamaica
P.O. Box 898 C.S.O.
Kingston, Jamaica

Fax: (876) 960-1637 - TEL: (876) 960-3965

JAPAN - SPECIAL REQUIREMENTS

(Revised - June, 1997)

SECTION 1. INTRODUCTION

The manner in which Japan accepts aeronautical products from the United States is governed by the Japan-U.S. Bilateral Airworthiness Agreement (BAA) which was effected by an Exchange of Notes on November 29, 1977. In addition, the amendment of Civil Aeronautics Law of Japan will come into effect in October 1997, which includes introducing Type Certification for import aircraft and strengthening of environmental rule such as introducing noise certification for propeller-driven aeroplanes and helicopters, and engine emission control based on ICAO Annex 16. The following in this section summarize the procedures for certification of aeronautical products imported into Japan.

1.1 Procedures for aircraft

a. An Export Certificate of Airworthiness, FAA Form 8130-4, as provided for in [[Title 14 of the Code of Federal Regulations (14 CFR) part 21, (Subpart L)], with pertinent materials specified in Section 3 will be required for aircraft exported from the U.S. to be eligible for Airworthiness Certification by Japan. The pertinent materials is dependent on whether an aircraft is type certificated by Japan or not, and they are prescribed in the separate subsection in Section 3. Type Certification is not prerequisite in Japan, but once the aircraft is type certificated, the requirements and procedures for Japanese Airworthiness Certification for individual imported aircraft is simplified.

b. The requirements for obtaining Japanese Type Certificate is specified in Section 2. The procedures for Type Certificate are as follows:

(1) Applicant

The applicant must hold or have made application for a U.S. Type Certificate.

(2) Administrative procedures

The application for a Japanese Type Certification and any documents specified in Section 2 must be forwarded to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport, No. 3 Godo-Chosha, 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, 100, Japan. After receiving the application, the Civil Aviation Bureau of Japan (JCAB) will conduct the following Type Certification procedures.

(a) Certification basis will be the airworthiness and environmental requirements of Japan that would be applied for a similar product produced in Japan at the time of original application for the Federal Aviation Administration (FAA) or that of the original Type Certification of the FAA for products currently in production. The JCAB certification basis will be examined on the basis of the FAA certification bases plus special conditions and additional special requirements. JCAB will determine additional special requirements, if any, comparing the airworthiness requirements of Japan with that of the FAA at the time of original application for the FAA and also comparing the environmental requirements of Japan which is equivalent to ICAO Annex 16 with that of the FAA at the time of application for JCAB. When it is deemed necessary to establish special conditions and additional special requirements, JCAB will negotiate with the FAA and the applicant.

“Special Conditions” means the airworthiness requirements added to the importing country’s requirements or change to them for novel or unusual features of the aircraft design to ensure safe condition.

“Additional Special Requirements” means the airworthiness and environmental requirements added to the exporting country’s requirements or specification or change to them to comply with the importing country’s requirements when there are differences in requirements between the importing and exporting countries.

(b) Compliance with the applicable airworthiness requirements will be basically evaluated by documents check on the basis of the original Type Certification.

(c) For JCAB to understand that quality assurance system works adequately, the manufacturing process and the quality assurance system of the applicant will be explained by the applicant. In addition, observation of manufacturing site (final assembling line) by JCAB will be conducted, as necessary.

(d) Ground and flight tests for Type Certification will be conducted on one of the subject type of aircraft based on Production Flight Test Procedures, as necessary.

(3) Changes to Type Certification

(a) With respect to type design change, JCAB will define the classification of “major change” and “minor change” as follows:

“Major change” is one that has appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the aircraft.

All other changes are “minor change”.

(b) Major change in the typed design after Type Certification is subject to approval by JCAB. Application with substantiating data is required for each type design change. Procedures of type design change is similar to that of Type Certification.

(c) Minor change approved by FAA should be notified to JCAB by aircraft manufacturer. JCAB will accept minor change approved by FAA, in principle.

(d) Certification basis applicable to the design change is that of JCAB’s type certification for the subject type of aircraft, in principle. In case of significant design change such as derivative aircraft, certification basis is determined taking into account of practicable application of the latest airworthiness requirements that are directly related to the components or areas affected by the change.

c. The requirements for obtaining Japanese Airworthiness Certificate for individual imported aircraft is specified in Section 3. An Export Certificate of Airworthiness and other related documents specified in Section 3 should be forwarded by the exporter to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport, No. 3 Godo-Chosha, 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, 100, Japan. The procedures for Airworthiness Certification of individual imported aircraft are as follows:

(1) For an aircraft type certificated by Japan

Japanese Airworthiness Certificate is basically issued on the basis of an Export Certificate of Airworthiness and relevant materials specified in Section 3 without further inspections and evaluations.

However, in case that the aircraft is incorporated modification other than JCAB approved type design change or Supplemental Type Certificate (STC), JCAB will request to examine the subject modification and to verify that the aircraft is in safe condition by ground and flight tests. Major change in the type design by the holder of Japanese Type Certificate are subject to approval by JCAB prior to Airworthiness Certification.

(2) For an aircraft not type certificated by Japan

Japanese Airworthiness Certificate for individual imported aircraft without Japanese Type Certificate is issued on the basis of an Export Certificate of Airworthiness and relevant documents with additional inspections and evaluations by ground and flight tests of JCAB to verify that the aircraft is in safe condition. A part of the document check can be omitted for the type of aircraft, one of which has been imported to Japan.

1.2 Procedures for products other than aircraft

Class I products other than aircraft to be eligible for certification by Japan should be covered by an Export Certificates of Airworthiness, FAA Form 8130-4, as provided for in [[14 CFR part 21, (Subpart L)]]; Class II and III products will be exported in accordance with procedures prescribed in the applicable provisions of [[14 CFR part 21, (Subpart L)]]; with the form of Airworthiness Approval Tags, FAA Form 8130-3. These products certified by the FAA or its designee for airworthiness are automatically recognized as certified in Japan.

SECTION 2. REQUIREMENTS FOR JAPANESE TYPE CERTIFICATION OF AIRCRAFT

The following materials should be furnished with application for Japanese Type Certification of imported aircraft. (This should include for approval of Japanese Supplemental Type Certificate (STC).)

- (1)** One copy of the Original Type Certificate of aircraft, engine and propeller.
- (2)** List of Drawings (Master Drawing List).
- (3)** List of parts (Major parts and equipment list).
- (4)** One copy of the current official aircraft, engine, and propeller specifications and special conditions and/or exemptions included in the certification basis.
- (5)** Engineering description of the aircraft including general design philosophy and required illustrations.
- (6)** Aircraft, engines, and propellers certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements are complied with.
- (7)** Evidence of strength of primary structure as ascertained by physical tests and/or calculation including load analysis report on airframe, and electrical load analysis report.
- (8)** Evidence of substantiation regarding stress level, low cycle fatigue, endurance, icing, ingestion and blade containment of engine. (For turbine engine only.)
- (9)** Schematic drawing, descriptions, and failure analysis reports on aircraft systems.

(10) One copy of the type flight test report and one copy of production ground and flight test report including procedures and tolerances.

NOTE: The required materials (7) through (10) will be identified and notified to the applicant by JCAB after reviewing of certification compliance table. If a summary of evidence or the report is available, it will be acceptable.

(11) One copy of minutes of the Type Certification Board Meetings and the Issue Papers.

(12) One copy of the Maintenance Review Board Report and Minimum Equipment List for aircraft type certificated in transport category.

(13) One copy of parts catalog, operating manual, instructions for continued airworthiness, and service bulletins applying to the aircraft, engines, propellers, and major equipment installed on aircraft.

NOTE: Instruction for continued Airworthiness should include an annual inspection method specified in [[14 CFR part 43]], appendix D or equivalent.

(14) One copy of FAA approved aircraft flight manual and draft of aircraft flight manual for JCAB approval.

NOTE (1): Aircraft flight manual for JCAB approval shall be in Japanese except in case of aircraft expected to be operated by air carriers carrying JCAB approved airplane operation manual, which is prepared by air carries on board instead of aircraft flight manual. JCAB will approve aircraft flight manual during the process of type Certification.

NOTE (2): Aircraft flight manual for JCAB approval should include statement of compliance with noise, fuel venting and exhaust emission requirements of ICAO Annex 16 as well as description of noise level.

(15) One copy of the drawing or design document which requires placards in Japanese.

NOTE: A sign on a placard must be written in Japanese. However, in case of an aircraft operated by air carrier, English is acceptable except in emergency evacuation and safety equipment and their equivalents. JCAB will examine the placards in Japanese in the process of Type Certification.

(16) One copy of the report for compliance with noise standard, which should contain the following items:

(a) Certified maximum noise levels in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, third Edition (1993), or in accordance with applicable aircraft noise requirements of [[14 CFR]] the U.S. Federal Aviation Regulations.

NOTE: In the latter case, maximum noise levels measured and/or calculated in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Third Edition (1993), should be attached.

(b) Description of noise measuring and analyzing procedures including correction methods.

(c) Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards.

(17) In case of turbine engine powered aircraft, one copy of the report for compliance with fuel venting requirements of ICAO Annex 16, volume II, Second Edition (1993), or in accordance with applicable aircraft emission requirements of [[14 CFR]] the U.S. Federal Aviation Regulations.

(18) In case of turbine engine powered aircraft, one copy of the report for compliance with exhaust emission requirements, which should contain the following items:

(a) Statement indicating compliance with Smoke Number and gaseous pollutant requirements in accordance with the applicable chapters and appendices of ICAO Annex 16, volume II, Second Edition (1993), or in accordance with applicable aircraft emission requirements of [[14 CFR]]the U.S. Federal Aviation Regulations.

NOTE: In the latter case, emissions indices for nitrogen oxides (No_x) and carbon monoxide (CO) measured and/or calculated in accordance with the applicable chapters and appendices of ICAO Annex 16, volume II, Second Edition (1993), should be attached.

(b) Statement of any additional modifications incorporated for the purpose of compliance with the applicable emissions certification requirements.

NOTE (1): All the applicable changes and future issues of the above material should be automatically forwarded to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport.

NOTE (2): JCAB may request additional type design data other than the foregoing materials for the issuance of Japanese Type Certificate.

SECTION 3. REQUIREMENTS FOR AIRWORTHINESS CERTIFICATION OF INDIVIDUAL IMPORTED AIRCRAFT

The following materials should be furnished with aircraft to be exported to Japan.

3.1 For an aircraft of which the model has been type certificated by Japan

(1) An Export Certificate of Airworthiness which certifies the aircraft conforms to type design approved by JCAB and is in a condition of safe operation.

NOTE: An Export Certificate of Airworthiness requires listing of exceptions if the aircraft does not conform to the JCAB approved type design (such as modification according to FAA STC).

(2) One copy of JCAB approved aircraft flight manual and weight and balance report applicable to the particular aircraft.

(3) Certified aircraft, engines, and propellers logbooks, or other equivalent historical records showing total operation time and time since last overhaul.

(4) Record of all modifications accomplished prior to exporting, mandatory as well as non-mandatory.

NOTE (1): Manufacture's modifications for major type design change are subject to approval by JCAB prior to Airworthiness Certification.

NOTE (2): After the issuance of U.S. Export Certificate of Airworthiness, only the modification for ferry flights covered by FAA Form 337 is acceptable.

(5) For used aircraft, record of annual inspection or equivalent and record of ground and flight test report in addition to above (1) through (4).

NOTE (1): JCAB may request additional type design data other than the foregoing material for the issuance of Japanese Airworthiness Certificate.

NOTE (2): Placards must be provided in Japanese as specified in Type Certification (Section 2. (15)).

3.2 For an aircraft of which the model has not type certificated by Japan

a. If the aircraft is the first (see #) of a model to be exported to Japan, the following materials should be furnished with aircraft (this should include aircraft, with U.S. Supplemental Type Certificate and being the first of a model exported to Japan):

When in doubt as to whether an aircraft is the first of a model, contact JCAB.

(1) An Export Certificate of Airworthiness certifies that the aircraft complies with the applicable requirements of the U.S. TC plus special conditions and additional special requirements of Japan, provide JCAB notifies FAA, and is in a condition of safe operation.

NOTE: An Export Certificate of Airworthiness requires listing of exceptions if the aircraft does not comply with the applicable requirements of the U.S. TC plus special conditions and additional special requirements of Japan (such as modification according to FAA STC).

(2) One copy of the Original Type Certificate of aircraft, engine and propeller.

(3) One copy of the current official aircraft, engine, and propeller specifications and special conditions and/or exemptions included in the certification basis.

(4) Engineering description of the aircraft including general design philosophy and required illustrations.

(5) Aircraft, engines, and propellers certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements are complied with.

(6) Master equipment list.

(7) Evidence of strength of primary structure as ascertained by physical tests and/or calculation including load analysis report on airframe, and electrical load analysis report.

(8) Evidence of substantiation regarding stress level, low cycle fatigue, endurance, icing, ingestion and blade containment of engine. (For turbine engine only.)

(9) Schematic drawings, descriptions, and failure analysis reports on aircraft systems.

(10) One copy of the type flight test report and one copy of production ground and flight test report including procedures and tolerances.

NOTE: The required materials (7) through (10) will be identified and notified by JCAB after reviewing of certification compliance table. If a summary of evidence or the report is available, it will be acceptable.

(11) One copy of minutes of the Type Certification Board Meetings and the Issue Papers.

(12) One copy of parts catalog, operating manual, instructions for continued airworthiness, and service bulletins applying to the aircraft, engines, propellers, and major equipment installed on aircraft.

NOTE: Instructions for continued airworthiness should include an annual inspection method specified in [[14 CFR part 43]], appendix D or equivalent.

(13) One copy of FAA approved aircraft flight manual and weight and balance report applicable to the particular aircraft.

(14) Certified aircraft, engines, and propellers, logbooks, or other equivalent historical records showing total time and time since last overhaul.

(15) Record of all modifications accomplished prior to exporting, mandatory as well as non-mandatory.

NOTE: After the issuance of U.S. Export Certificate of Airworthiness, only the modification for ferry flights covered by FAA Form 337 is acceptable.

(16) One copy of the report for compliance with noise standard, which should contain the following items:

(a) Certified maximum noise levels in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Third Edition (1993), or in accordance with applicable aircraft noise requirements of [[14 CFR]].

NOTE: In the latter case, maximum noise levels measured and/or calculated in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Third Edition (1993), should be attached.

(b) Description of noise measuring and analyzing procedures including correction methods.

(c) Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards.

(17) In case of turbine engine powered aircraft, one copy of the report for compliance with fuel venting requirements of ICAO Annex 16, volume II, Second Edition (1993), or in accordance with applicable aircraft emission requirements of [[14 CFR]] U.S. Federal Aviation Regulations.

(18) In case of turbine engine powered aircraft, one copy of the report for compliance with exhaust emissions requirements, which should contain the following items:

(a) Statement indicating compliance with Smoke Number and gaseous pollutant requirements in accordance with the applicable chapters and appendices of ICAO Annex 16, volume II, Second Edition (1993), or in accordance with applicable aircraft emission requirements of [[14 CFR]] U.S. Federal Aviation Regulations.

NOTE: In the latter case, emissions indices for nitrogen oxides (No_x) and carbon monoxide (CO) measured and/or calculated in accordance with the applicable chapters and appendices of ICAO Annex 16, volume II, Second Edition (1993), should be attached.

(b) Statement of any additional modifications incorporated for the purpose of compliance with the applicable emissions certification requirements.

(19) If the aircraft is certificated in the restricted category, the following materials shall be furnished with the aircraft in addition to above (1) through (18).

(a) A statement by the FAA, describing the manner in which the aircraft has been modified from the “standard category” configuration to make it suitable for “special purpose” operation.

(b) A statement indicating [[which]] part of [[Title 14 of the Code of Federal Regulations]], the FAA Aircraft Specifications or Type Certificate Data Sheet under which the aircraft would have been eligible for Type Certification in the “standard category” except for those “special purpose” modifications accomplished by the manufacturer and which are approved by the FAA.

NOTE (1): The manufacturer or exporter will be advised by the purchaser on the basis of information furnished to the purchaser by JCAB when the aircraft is the first of a type or model to be imported into Japan.

NOTE (2): All the applicable changes and future issues of the above material should be automatically forwarded to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport.

NOTE (3): JCAB may request additional type design data other than the foregoing materials for the issuance of Japanese Airworthiness Certificate.

b. In case aircraft of the same model has been exported to, and certificated in Japan, the following materials should be furnished with aircraft:

(1) An Export Certificate of Airworthiness certifies that the aircraft is complied with the applicable requirements of the U.S. TC plus special conditions and additional special requirements of Japan, provided JCAB notifies the FAA, and is in a condition of safe operation.

NOTE: An Export Certificate of Airworthiness requires listing of exceptions if the aircraft does not comply with the applicable requirements of the U.S. TC plus special conditions and additional special requirements of Japan (such as modification according to FAA STC).

(2) One copy of parts catalog and operating, maintenance, overhaul, and repair manuals applying to the aircraft, engines, propellers, and major equipment installed on aircraft.

(3) One copy of FAA approved aircraft flight manual and weight and balance report applicable to the particular aircraft.

(4) Certified aircraft, engines, and propellers logbooks, or other equivalent historical records showing total operating time and time since last overhaul.

(5) Record of all modifications accomplished prior to exporting, mandatory as well as non-mandatory.

NOTE: After the issuance of U.S. Export Certificate of Airworthiness, only the modification for ferry flights covered by FAA Form 337 is acceptable.

NOTE: JCAB may request additional type design data other than the foregoing materials for the issuance of Japanese Airworthiness Certificate.

SECTION 4. PROCEDURES FOR AIRCRAFT EXPORTED VIA FLYAWAY WITHOUT U.S. REGISTRATION

If the aircraft is to be exported via flyaway to Japan without U.S. registration, the manufacturer or exporter should display on the aircraft Japanese nationality and registration marks and carry Japanese Certificate of Registration and ferry permit in the aircraft.

a. Upon application of the purchaser, JCAB will issue Certificate of Registration and ferry permit when the Japanese importer or the U.S. exporter furnishes JCAB the following information:

- (1) Make and model of the aircraft.
- (2) Serial number of the aircraft.
- (3) Purchaser's name and address.
- (4) U.S. exporter's name and address.
- (5) Document which certifies transfer of ownership of the aircraft together with data of transfer.
- (6) Document which certifies airworthiness of the aircraft (Export Certificate of Airworthiness, FAA Form 8130-4).

b. After JCAB receives the foregoing application and information, Japanese Certificate of Registration and ferry permit will be delivered to the applicant. The applicant will then forward these certificates to the U.S. exporter for installation in the aircraft. After this, the aircraft may be flown from the U.S. to Japan.

c. After the issuance of U.S. Export Certificate of Airworthiness, only the modification for ferry flights covered by FAA Form 337 is acceptable.

SECTION 5. PROCEDURES FOR PRODUCTS WHICH DOES NOT MEET SPECIAL REQUIREMENTS OF JAPAN

If a product which does not meet special requirements for Airworthiness Certification of Japan specified in Section 3 is intended to be exported, a JCAB statement of waiving a certain requirement applied and validating the Export Certificate of Airworthiness is required. All exceptions covered by the statement will be listed in the Export Certificate of Airworthiness.

THE REPUBLIC OF KOREA - SPECIAL REQUIREMENTS

(Revised - March 10, 2003)

1. INTRODUCTION. This document prescribes special requirements and procedures for exportation of aeronautical products to Korea. These special requirements must be satisfied at the time of export for a particular product.

2. AIRWORTHINESS AUTHORITY. The airworthiness authority for the Republic of Korea is the Civil Aviation Safety Authority (hereinafter referred to as the CASA) of Ministry of Construction and Transportation (MOCT).

2.1 CASA contacts. All questions relating to Korean type design approval of aeronautical products should be addressed to:

ATTN: Director, Airworthiness Division
Civil Aviation Safety Authority
Ministry of Construction and Transportation
274 Gwahae Dong, Gwangseo Gu, Seoul
157 711, Republic of Korea
Phone: 82-2-2669-6470 ~ 6479
FAX: 82-2-6342-7269

2.2 Copies of Korean regulations and circulars can be obtained from this division.

3. ELIGIBILITY

3.1 Effective August 5, 1999, an aircraft, aircraft engine, or propeller imported into Korea must be of a type which has been issued a Korean type certificate or type certificate validation. A Korean type certificate or type certificate validation is a prerequisite to issuance of a Korean airworthiness certificate.

3.2 All Class I products (aircraft, aircraft engine, propellers) exported to Korea must have a U.S. type certificate, and also comply with those additional requirements as necessary to establish conformance with each product's CASA-approved type certificate.

3.3 Class II and Class III products to be exported to Korea must conform to a specified CASA-approved design or standard for a Class I product.

4. TYPE CERTIFICATION OR TYPE CERTIFICATION VALIDATION OF AIRCRAFT, AIRCRAFT ENGINES AND PROPELLERS. Before an aircraft, aircraft engine or propeller is accepted for operation in Korea, it is important to establish that the type certificate is issued by the CASA. The following section summarizes the CASA position on type certification and type certification validation.

4.1 U.S. Designed and Manufactured Aircraft.

(a) Effective August 5, 1999, all U.S. aircraft with no previously issued Type Certificate of Korea will require a Korean type certificate prior to the aircraft being eligible for a Korean Certificate of Airworthiness. U.S. applicants (Type Certificate holders) should make their application for Korean Type Certification to the CASA through the applicable the FAA Aircraft Certification Office (ACO) responsible for the applicant's geographical area.

(b) CASA will advise the U.S. applicant of any additional CASA certification requirements, if applicable. These additional requirements, including Special Conditions, additional airworthiness requirements, environmental and operational requirements, may be specified by the CASA in addition to the FAA certification basis to assure compliance with the Korean certification basis.

(c) In order to determine any additional CASA requirements, the applicant will provide a technical briefing to the CASA, followed by a familiarization inspection of the aircraft and its FAA type design at the applicant's facilities. This familiarization may involve a review of the type design data and the certification basis, as well as test flights of a representative aircraft.

(d) CASA considers all such familiarization visits essential. Following receipt of the application, there is often a delay of several months before such a familiarization can be made by the CASA. Therefore, it is important that application for Type Certification is made in a timely manner.

4.2 Certification Basis. The basis for CASA Type Certification will be the applicable requirements established or adopted by Korea. Moreover, the applicant must meet any special conditions the CASA may specify in order to cover features which are not covered by existing requirements and practices, as well as any other applicable requirements listed below. The CASA may grant exceptions, if the level of safety is not impaired.

(a) The applicable Korean Airworthiness Standards in effect on the date application was made to FAA for the U.S. Type Certification; or

(b) The applicable Title 14 Code of Federal Regulations (14 CFR) requirement, including each special condition upon which the issuance of the U.S. Type Certificate is based, plus such additional requirements as necessary to provide a level of safety as intended by the Korean Airworthiness Standards in effect on the date application was made to FAA for the U.S. Type Certificate.

4.3 Documents Required for Type Certification of Aircraft. For the issuance of a Korean Type Certificate for an aircraft, the following or equivalent documentation must be submitted:

(a) FAA Type Certificate.

- (b) The latest issue of the FAA Type Certificate Data Sheet.
- (c) FAA approved Flight Manual and/or Pilot's Operating Handbook.
- (d) General engineering description of the aircraft including the basic definition of the type design, accompanied by three-view drawings of major assemblies, installations, and primary structure.
- (e) All amended TCs and applicable STCs that supplement the basic type design to be imported at the time of Korean certification.
- (f) Manufacture's Compliance Checklist.
- (g) Compliance Reports which show the type design meets Korean airworthiness requirements.
- (h) A list of documents necessary for safe operation and continuing airworthiness of the aircraft including equipment, i.e., Operating, Maintenance, Overhaul and Repair Manuals.
- (i) Master Minimum Equipment List (MMEL).
- (j) Maintenance Review Board (MRB)/Maintenance Planning Data (MPD) Document.
- (k) A Parts Catalogue relating to the aircraft and major equipment.
- (l) A list of all incorporated Service Bulletins and applicable Airworthiness Directives.
- (m) Certification summary report.
- (n) General interior arrangement configuration drawings
- (o) Master drawing list
- (p) List of service life for critical parts subject to fatigue

4.4 The procedures for type certification of aircraft engines or propellers (including the application process, the documents required, and the engineering review) are the same procedures used for type certification of aircraft.

4.5 Fuel Venting and Emissions Requirements For Aircraft Engines. According to the Korean Aviation Law, an aircraft engine will be eligible for a type certificate only if its fuel venting and emissions levels are as low as technologically practicable and appropriate to the requirements to which they applies. For conformity, the Korean fuel venting and emissions requirements are based on ICAO Annex 16.

- NOTE:**
1. CASA may request additional information and data for compliance reviews, and the manufacturer should provide the CASA with all of the officially requested documents.
 2. The above listed documents will be kept on file with the CASA.
 3. The applicant must forward to the CASA all revisions (pertinent to the Korean type certificate) to the above listed documents including all incorporated Service Bulletins and other pertinent data free of charge as soon as they are available.
 4. Computerized format (e.g., CD-ROM) is preferred for submittal of all documents.

5. DOCUMENTS REQUIRED OBTAINING KOREAN AIRWORTHINESS CERTIFICATES. The following documents should be forwarded to the Korean aircraft purchaser, or otherwise to the CASA, as the CASA requires that an applicant for a Korean airworthiness certificate shall submit substantiating evidence as may be necessary to establish airworthiness and eligibility for certification by the CASA.

5.1 New Aircraft

- (a) FAA Export Certificate of Airworthiness for the aircraft, engines, and propellers.
- (b) Modification status, including customer options incorporated and any supplemental type certificates (STCs) installed.
- (c) Airworthiness Directives
 - (1) A declaration of compliance with all applicable Airworthiness Directives issued by FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.
 - (2) FAA Airworthiness Directives containing repetitive compliance requirements must be identified. Information as to when the next compliance is due must also be provided.
- (d) List of all incorporated Service Bulletins and Alert Service Bulletins.
- (e) Production flight test reports and any statements regarding the corrective actions taken for defects during the production flight test.
- (f) Logbooks of aircraft, engines and propellers.
- (g) Seat configuration approval documents.

- (h) Weight and Balance report.
- (i) Records of compass system and magnetic compass swing.
- (j) Master equipment list.
- (k) FDR/CVR type and data format records and interpretation reports.
- (l) Time/Life limitations.
- (m) Required copies of manuals:

	Number Required	
	“*”	“**”
Classification of Manual light Manual	3	1
Maintenance	2	1
Operations (or Pilot Operating Handbook)	3	1
Weight and Balance Loading Procedures	1	-
Overhaul	2	-
Structural Repair	2	-
Component Overhaul	2	-
Engine Maintenance and Overhaul	2	-
NDT	2	-
Structurally significant items	1	-
Maintenance planning guide	1	-
Parts catalogue	2	1

- Note:
1. “*” means the number required only with the first aircraft of a particular type and model that is exported to the Republic of Korea.
 2. “**” means the number required with the same model that has been exported to, and certificated in, the Republic of Korea.

5.2 Used Aircraft. In addition to the requirements in paragraph 5.1 (a) through (d) and (f) through (m), the following is also required for used aircraft:

(a) A complete history of aircraft, engines, propellers, components and equipment including:

(1) The number of landings/cycles where the aircraft is subject to mandatory life limitations.

(2) The maintenance program to which the aircraft has previously been maintained, including previous check cycle and future check cycle.

(b) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to mandatory life limitations.

(c) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tail planes, helicopter rotors or transmission components, and histories of all replaced components.

(e) Details of major structural repairs including the nature of damage in each case.

5.3 Noise Requirements for Airworthiness Certificate of Aircraft. According to the Korean Aviation Law, an aircraft will be eligible for a Certificate of Airworthiness only, if its noise level is as low as technologically practicable, and appropriate to the type of aircraft to which it applies. For conformity, the Korean noise requirement is based on ICAO-Annex 16.

6. PROCEDURES FOR ACCEPTANCE OF CLASS II AND CLASS III PRODUCTS INTO THE REPUBLIC OF KOREA.

6.1 Class II Products.

(a) The U.S. manufacturer of a Class II product may be required to supply information and documentation as may be deemed necessary by CASA to justify its installation on a Class I product for which CASA certification is sought.

(b) CASA installation approval of a Class II product will be granted by the issuance of the Korean Type Certificate or Type Certificate Validation for the Class I product on which it is installed.

(c) Each Class II product exported to Korea must have an FAA airworthiness approval tag, FAA Form 8130-3, issued in accordance with 14 CFR Part 21 Subpart L and must include a statement of compliance with all applicable Airworthiness Directives and incorporated Service Bulletins.

6.2 Class III Products.

(a) Class III Products are eligible for installation on Korean registered aircraft when the Class III Product:

(1) Conforms to the design data for the Class I product of which it is a part or component, or conforms to a recognized U.S. government or industry national standard (e.g., AN, SAE, NAS, etc);

(2) Is identical with the manufacturer's name and part number, either on the product or the packaging, whichever is appropriate; and

(3) Is in a condition for safe operation.

(b) For Class III products, CASA will accept as proof of conformity an original manufacturer's release document with a statement certifying the product conforms to its recognized standard or specification.

7. CONTINUING AIRWORTHINESS. The U.S. manufacturer of a product, which has received CASA approval, shall be responsible for providing CASA with all relevant information regarding the continuous airworthiness of its product. This shall include prompt communication to the CASA of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and limitations.

REPUBLIC OF LEBANON - SPECIAL REQUIREMENTS

(September 20, 1977)

1. Lebanese acceptance of U.S. aeronautical products.
 - a. Lebanon's policy is to accept, without modification, aircraft which meet requirements of the competent authority in the country of manufacture. All U.S. equipment meeting Federal Aviation Administration (FAA) requirements are therefore acceptable.

REPUBLIC OF MACEDONIA

(New - February 14, 1996)

SPECIAL REQUIREMENTS

In order to be eligible for certification and registration in Republic of Macedonia, aircraft should be covered with [[the]] following documents:

1. Documents Concerning the Type Certificate

- a.** A copy of the Type Certificate for the aircraft type.
- b.** A copy of the Type Certificate Data Sheet.
- c.** Summary of flight test reports for aircraft type certification, with expanded flight test list.
- d.** Three view drawings of the major assemblies, installations and primary structure.
- e.** Summary of stress analyses for principal structural elements, their design loads, dimensions, materials, stresses, and safety margins, or summary of static test reports performed for aircraft type certification.
- f.** Summary of vibration test report.
- g.** List of reports and notes prepared for aircraft type certification.
- h.** A copy of information or instruction necessary for the assembly and rigging of the aircraft, if the aircraft will be exported unassembled.
- i.** Manufacturer's maintenance requirements.
- j.** A list for time/cycle limits for hard life TBO: aircraft, engines propellers, rotables.
- k.** The aircraft emergency equipment installation bulletin.
- l.** The passenger attention and emergency placards bulletin.
- m.** A list of the necessary special tools and equipment essential to the inspection and maintenance of the aircraft, its engines, propellers, and principal accessories and other equipment.
- n.** Maintenance and service, overhaul and repair manuals applying to the aircraft, engines, propellers, or to the equipment installed on the aircraft - one each.
- o.** A separate parts catalog for the aircraft, the engines, the propellers, and the principal accessories and other equipment.
- p.** One copy of the following manuals:
 - (1)** Aircraft Flight Manual-AFM, which should contain: limitations, normal, abnormal and emergency procedures as well as performance.
 - (2)** Flight Crew Operating Manual

- (3) Wiring Diagram Manual
- (4) Weight and Balance Manual

q. All manufacture's Service Bulletins.

r. A written statement by an authorized representative of the manufacturer that Macedonian DGCA, Dame Gruev 1, 91000 Skopje Republic of Macedonia, will be continuously furnished with all pertinent information, notification of modifications, service bulletins, etc., and notification of any change in such documents, to guaranty the maintenance of an acceptable airworthiness level for the aircraft.

NOTE: One copy of the above documents must be forwarded to the Macedonian DGCA in advance or with [[the]] imported aircraft, if no Macedonian standard airworthiness certificate was issued for the aircraft of that type prior to the time of aircraft importing, or if Macedonian standard airworthiness certificate has been issued, but above mentioned documents have not been forwarded to Macedonian DGCA.

2. Documents Required For Each Individual New Aircraft

- a. An Export Certificate of Airworthiness.
- b. Manufacturer's production control and test report for individual aircraft.
- c. Manufacturer's production flight test report, including a flight test check list utilized when testing the aircraft (two copies).
- d. A weight and balance report with records containing a complete inventory of all equipment and instruments (two copies).
- e. Manufacturer's test report for the engines and propellers (two copies).
- f. A list of modifications that have been incorporated during production of aircraft, engines and propellers (two copies).
- g. A list of historical records of the aircraft, engines and propellers (summary of operating hours).
- h. Last engines run-up report, not older than 10 days.
- i. Delivery declaration with aircraft specification containing: data of engines, propellers, their rotables - including the aircraft and the equipment installed; flight data recorder, emergency equipment, radio and electrical equipment with following characteristics, model, capacity, frequency, operating instructions, etc. Manufacturer's serial number and summary operating hours must be given for each listed item (two copies).
- j. One copy of the documents listed under 1(h) through (g). These documents, which are intended for the purchaser, are required only for first aircraft imported for certain purchaser. For each additional aircraft same type, imported for the same purchaser, all these documents are not required, except flight manual and flight crew operating manual. For these aircraft, the number of each required manual should be determined through the contract between aircraft exporter and purchaser.

k. Blanket of authorization for ferrying aircraft to make export delivery, issued from airworthiness authority exporter's country, if aircraft will be exported to Macedonia via flyaway. The use of aircraft communication transceivers should be also permitted by this document, or by [[a]] separate [[document]].

l. Macedonian certificate of registration and Macedonian certificate of airworthiness, if aircraft is intended for export to Macedonia via flyaway with Macedonian registration and nationality markings. Mentioned Macedonian certificates will be issued after basic airworthiness inspection, as defined in Macedonian law. Macedonian registration and nationality markings shall be properly displayed on [[the]] aircraft before inspection.

3. Document Required in Addition to Those Specified Under Item 2, for Each Individual Used Aircraft

- a.** Airworthiness Directives status performed on aircraft, list and documents (two copies).
- b.** A summary of aircraft, engine and propeller modifications, performed during past use.
- c.** A report of past maintenance and overhaul inspection with a summary of technical data, date, and the operating hours since last inspection of each type (two copies).
- d.** A report of non - routine work performed on aircraft after failures and damages, list, and documents.
- e.** Aircraft logbook with [[notations]]: summary operating hours, number of landings, aircraft historical data concerning technical incidents and accidents, major repairs, periodical inspections, and overhauls.
- f.** Engine and propeller logbooks with notations: summary operating hours, number of cycles, and historical data listed above under item 1e.
- g.** Acceptance flight test report (two copies).
- h.** Limitations for next overhaul, or part of overhaul (in-flight hours and in-calendar periods) for aircraft, engines, and propellers (two copies).
- i.** Documentation on aircraft system reliability and statistical data on failures, and aircraft technical daily report book, for the past three months of regular use.
- j.** Previous owner's maintenance manual with current maintenance schedule (two copies).
- k.** Maintenance and overhaul work cards.
- l.** Aircraft and powerplant functional test procedures, if not conducted in work cards or in maintenance manual.
- m.** Maintenance agreement, if aircraft is leased.
- n.** a copy of radio license.
- o.** A certificate of deregistration.

NOTE:

Documents listed above, under 3j, k and l, required only for first aircraft type imported for each purchaser.

Documents specified under items 2 and 3 must be furnished with imported aircraft. They are intended for the purpose of both, DGCA and purchaser.

All documents specified under these requirements must be issued or approved by airworthiness authority of the manufacturer's country.

Ministry of Transport and Communications
Directorate General of Civil Aviation
Register & Airworthiness Dept.

Dame Gruev 1, 91000 Skopje
Republic of Macedonia
Tel: +389 91 11 40 46
Fax: +389 91 11 57 08

REPUBLIC OF MALAWI

(Revised - September 17, 1996)

EXPORT OF AIRWORTHINESS APPROVAL PROCEDURES SPECIAL REQUIREMENTS**1. GENERAL**

- a.** Aircraft, Aircraft Engine or Propeller
 - (i)** Compliance with 14 CFR part 21, (Subpart L).
- b.** Aircraft Parts, Aircraft Engine Parts, Propeller Parts, components or Appliances.
 - (i)** Airworthiness Approval Tag (FAA Form 8130-3).
- c.** For further information write to:

The Chief Civil Aviation Officer,
Department of Civil Aviation (DCA)
Private Bag 322,
Lilongwe 3.
Malawi.

2. AIRCRAFT OF FIRST TYPE

In addition to compliance with applicable sections of [[14 CFR part 21]], if the aircraft is the first of a model to be exported to the Republic of Malawi, the following materials shall be furnished to the Chief Civil Aviation Officer at no charge:

3. NEW AIRCRAFT

- a.** A complete set of maintenance, overhaul and repair, and parts catalogue for:
 - (i)** Airplane
 - (ii)** Engine
 - (iii)** Propeller and
 - (iv)** New equipment fitted on the aircraft
- b.** A complete set of manufacturer's service bulletins, instructions and leaflets with respect to the airplane, engine, propeller and fitted equipment.
- c.** A maintenance planning document.
- d.** An approved flight manual or pilot's operating handbook.
- e.** Master minimum equipment list.
- f.** Weight and balance report.
- g.** A copy of the type flight test report.

- h.** Amendments and new issues of all relevant documentation.
 - i.** A statement that all mandatory FAA directives have been complied with.
 - j.** A statement of compliance with Malawi DCA notices requiring a mandatory action.
- 4. USED AIRCRAFT** For used aircraft, in addition to the foregoing, the following shall also be furnished:
 - a.** Certificated airframe and engine logbooks and where applicable propeller logbooks or other equivalent historical records showing total operating hours and hours since last overhaul.
 - b.** Flight time since new or overhaul of any components of the aircraft, engines or equipment which are subject to mandatory life limitations or approved overhaul periods.
 - c.** The aircraft shall be subjected to a physical condition survey and review of associated records to the satisfaction of the DCA before issuance of Malawi Certificate of Airworthiness is considered.

MALAYSIA - SPECIAL REQUIREMENTS

(November 29, 1994)

1. GENERAL.

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in Malaysia of aeronautical products of United States origin imported from the United States.

1.2 Authority for aircraft registration and certification is vested in the Department of Civil Aviation (DCA); correspondence should be addressed to:

Department of Civil Aviation, Airworthiness Division,
4th Floor, Block B, Wisma Semantan
12, Jalan Gelenggang
Bukit Damansara
50618 KUALA LUMPUR
MALAYSIA

1.3 Malaysia does not issue Type Certificates.

1.4 Eligibility for the issue of a Malaysian Certificate of Airworthiness is determined by:

(a) compliance with the appropriate requirements of paragraph 2, 3, and 4 of this document (but see also paragraph 5 of this document).

(b) compliance with:

(i) Additional Directives and Airworthiness Notices issued by the United Kingdom Civil Aviation Authority.

(ii) Advisory Notices issued by the DCA which are classified as requiring a mandatory action.

NOTE: Compliance with this sub-paragraph (b) of this document is not essential before export to Malaysia. However, as it may be difficult to establish conformity in Malaysia, details of any relevant service document and modification status will be helpful to the Malaysian user.

(c) Completion of a flight test in accordance with a DCA approved Airworthiness Flight Test Schedule unless otherwise agreed by the DCA.

2. ELIGIBILITY FOR EXPORT TO MALAYSIA.

2.1 Class I, II and III products must comply with the requirements of Subpart L of FAR Part 21 and the requirements of this document.

2.2 In addition, aircraft must be eligible for the issue of a standard airworthiness certificate as prescribed in Subpart H of FAR Part 21 unless otherwise agreed by the DCA.

3. ADDITIONAL REQUIREMENTS.

3.1 This subject identifies those design requirements additional to the FAR certification basis which must be satisfied for a particular aircraft type to be eligible for Malaysian certification.

3.2 Additional Requirements for Malaysian certification are not specified for fixed wing aircraft:-

(a) below a maximum authorized weight of 2730 kg (6000 lbs).

(b) below a maximum authorized weight of 5700 kg (12500 lbs) when certification will not be applied for in the Malaysian Transport or Aerial Work Categories.

NOTE: Malaysian air navigation legislation requires the carriage of equipment on scales related to the purpose for which the aircraft is being flown. The aircraft commander is responsible for determining that an aircraft is properly equipped for any proposed flight.

3.3 For all aircraft other than those defined in paragraph 3.2 of this document the DCA may prescribe Additional Requirements. Details for any individual aircraft type will be supplied on written application; a limited type evaluation by the DCA may be required when no previous example has been certificated in Malaysia. Equipment required to be carried on flights for the purpose of public transport, to satisfy Malaysian air navigation legislation, will also be specified.

3.4 Additional Requirements need not necessarily be complied with before the Export Certificate of Airworthiness (FAA Form 8130-4) is issued. However, if the applicant for certification in Malaysia elects to satisfy any or all of the relevant Additional Requirements before the Certificate is issued, the Certificate must be endorsed in accordance with paragraph 4.4(b) of this document. In such cases the applicant shall notify the DCA to enable details of the Additional Requirements to be provided to the FAA or appropriate designee.

4. SPECIAL REQUIREMENTS.

4.1 This subject identifies those special administrative requirements which must be satisfied for particular products to be eligible for Malaysian certification or use on Malaysian registered aircraft.
APPLICABILITY CODE:

+ Required only with first of type and model exported to Malaysia.

* Required only for aircraft with a maximum authorized weight greater than 5700 kg (12,500 lbs).

4.2 All aircraft.

* (a) Statement of build standard. This statement must include the aircraft specification, changes in design to satisfy Malaysian Additional Requirements and a list of Service Bulletins incorporated during manufacture. The list of Service Bulletin incorporation must identify:

- i) Production versions of the Service Bulletins.
- ii) Service Bulletins.
- ii) Alert Service Bulletins.

- completed. (b) Copy of the production flight test report or a statement that no flight test has been completed.
- (c) Modification standard. This must include:
 - i) Customer options and equipment incorporated including items of equipment not necessarily installed by the manufacturer of the aircraft.
 - ii) Service Bulletins compliance.
- (d) Export Certificate of Airworthiness (see paragraph 4.4 of this document).
- + (e) A copy of the aircraft Type Certificate Data Sheet.
- (f) Details of any alterations which may have been embodied under the Supplemental Type Certificate procedure (STC).

NOTE: Any STC which has been embodied but not previously investigated by the DCA will be subject to evaluation before a Malaysian Certificate of Airworthiness is issued.

- (g) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Malaysian operator.
- (h) The FAA Approved Flight Manual or Pilot's Operating Handbook for the individual aircraft concerned, for approval by the DCA.
- (i) Airframe/engine/propeller/auxiliary power unit log books.
- * (j) Seating configuration approval document, where relevant.
- + (k) Maintenance Review Board document, where relevant.
- + (l) A summary of FAA approved retirement life limitations.
- * (m) Electrical load analysis.

NOTE: For aircraft other than first of type, the DCA requires sufficient information to be available to determine the effect of customer options, etc., on the supply of electrical energy to essential services.

- + (n) FAA Approved Master Minimum Equipment List, where applicable.
- (o) Weighing report and associated weight schedule.
- + (p) Manuals required by the DCA:

	<u>NO. REQUIRED</u>
i) The FAA approved flight manual or pilot's operating handbook.	2
ii) Operations manual.	1
iii) Weight and balance/loading procedures manual.	1
iv) Aircraft maintenance manual.	1
v) Engine maintenance manual.	1
vi) Maintenance planning guide including manufacturers recommended component overhaul lives.	1
vii) Set of service bulletins and service letters or equivalent documents.	1

NOTE: A condition of Malaysian certification of the first of a type is the provision by the Malaysian applicant for certification of a continuing amendment service for the required manuals.

(q) Record of compass system and magnetic compass swings.

(r) Record of rigging checks.

(s) A statement that suitable tests and measurements have been made and recorded to establish the satisfactory performance of the installed radio/radar apparatus and their associated antennae. A list of antennae positions must be provided.

(t) Detailed list of equipment constituting the navigation and communications installation.

* (u) List of Serial Numbers of significant component parts.

+ (v) Noise Type Certificate.

4.3 Used aircraft. In addition to the requirements specified in paragraph 4.2 of this document, the following information is required for used aircraft:

* (a) Maintenance program to which these aircraft have previously been maintained including:

(i) previous check cycle; and

(ii) future check cycle.

* (b) Component overhaul life summary, including details of service life remaining and modification standards.

(c) Component and structure retirement life summary where applicable, including details of service life remaining.

* (d) Compliance with structural inspection program. This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTE: All used aircraft will be subject to a physical condition survey and review of the associated records to the satisfaction of the DCA before the issue of a Malaysian Certificate of Airworthiness is considered. In addition, approval must be obtained from the DCA for the applicants proposals for integration of the aircraft into a maintenance program approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import into Malaysia.

4.4 Requirement for Export Certificates of Airworthiness (FAA Form 8130-4) to be issued.

(a) An Export Certificate of Airworthiness (FAA Form 8130-4) is required for any Class I product or engine module exported from the United States to Malaysia.

NOTE: In the case of aircraft, the Certificate shall not have been issued more than sixty days prior to the date of presentation for Malaysian certification, unless otherwise agreed by the DCA.

(b) When Additional Requirements have been notified to the FAA or FAA designee in accordance with paragraph 3.4 of this document, the Certificate shall be so endorsed as to provide a detailed status of compliance. Items of non-compliance do not require a waiver from the DCA providing they are so endorsed on the Certificate, as Malaysia is principally concerned with establishing the status of compliance at the time of export from the United States.

(c) The Certificate shall be accompanied by a document furnished by the applicant (e.g., a log book) which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. This document shall also identify those AD's containing a repetitive compliance requirement and when compliance is next due to be satisfied. All AD's shall be complied with prior to the issue of the Certificate unless a waiver has been issued by the DCA.

4.5 Appliances - general.

(a) For the purpose of this procedure, "appliance" has the meaning assigned to it in FAR Part 1 and includes associated replacement and modification parts.

(b) The DCA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag (FAA Form 8130-3). The procedures given in the following subparagraphs provide acceptable alternative means of compliance for appliances other than radio:

i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) published in FAR 21 or,

ii) In lieu of approval under a TSO, the appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of the applicant's specifications.

(c) An FAA Airworthiness Approval Tag must be supplied with all appliances.

4.6 Radio appliances. The DCA will accept a radio appliance that has been approved by FAA under a TSO or by the UK CAA under the Aircraft Radio and Associated Equipment Approval.

4.7 Products other than aircraft or appliances.

(a) Engines (including APU's), engine modules, and propellers:

i) Export Certificate of Airworthiness (refer to paragraph 4.4 of this document).

ii) Service Bulletin compliance statement.

(b) Class II as defined in Subpart L of FAR Part 21:

i) FAA Airworthiness Approval Tag.

(c) Class III as defined in Subpart L of FAR Part 21:

i) FAA Airworthiness Approval Tag or,

ii) A certification by the manufacturer of the product that the product concerned was manufactured under a Production Certificate granted under Subpart G of FAR Part 21, a Parts Manufacturing Approval granted under Subpart K of FAR Part 21, or a TSO authorization granted under Subpart O of FAR Part 21, as appropriate.

5. SPECIAL CONDITIONS.

Where an aircraft is of unusual or novel design, the DCA reserves the right to prescribe Special Conditions or refuse certification. Applicants for Malaysian certification are advised to give early notification to the DCA of any aircraft type in this classification.

ESTADOS UNIDOS MEXICANOS (MEXICO) - SPECIAL REQUIREMENTS

(New - January 4, 1999)

1. GENERAL.

1.1 Any aircraft to be eligible for issue of a certificate of airworthiness and registration issued by the Civil Aviation Authority of the Mexican Republic, Dirección General de Aeronáutica Civil, (DGAC), must qualify for certification in the United States of America in standard or restricted category, and an Export Certificate of Airworthiness, FAA Form 8130-4, must be issued in accordance with the provisions of [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]], Subpart L of the United States Federal Aviation Regulations.

1.2 Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant section of [[14 CFR]] part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3, is acceptable.

2. DOCUMENTS AND DATA REQUIRED.

2.1 The applicant must [[provide]] the following Certificates/Records/Documents/Manuals. DGAC may request one copy of [[each]].

2.2 All documentation, such as certificates, records, specifications and manuals, must be submitted in Spanish or English language.

2.3 CERTIFICATES AND RECORDS FOR EACH INDIVIDUAL AIRCRAFT.

For new aircraft, the following documents must be provided to the DGAC

- (a) Export Certificate of Airworthiness, FAA Form 8130-4.
- (b) Noise certificate.
- (c) Supplemental Type Certificate incorporated on the aircraft, as applicable.
- (d) Airplane Flight Manual, including pilot's checklist and Airplane Flight Manual supplement.
- (e) Flight Crew Operating Manual as applicable.
- (f) A list of modifications that have been incorporated during production for the airframe, engine(s), propeller(s), and the major equipment and components (such as APU), including customer requested modifications.
- (g) Aircraft, engine, propeller, and APU log book with total time.

(h) Compliance status of all one time Airworthiness Directives (AD), including engine(s), propeller(s) and appliances as applicable, date or time of compliance, as applicable.

(i) Compliance status of all recurrent AD's, including engine(s), propeller(s) and appliances as applicable, stating the time or date of compliance and next due time or date when compliance with the AD is required.

(j) List of all non-applicable AD's, including engine(s), propeller(s) and appliances as applicable, with brief reason for non-applicability.

(k) List of all service bulletins incorporated on the aircraft, engine, and propeller as applicable, stating the times, hours, cycles and dates of compliance and next due.

(l) List of all controlled components and assemblies installed on the aircraft, engine(s) and propeller (as applicable), by part number, serial number and position regardless of whether they are monitored on Hard Time (HT), On Condition (OC), or Condition Monitored (CM) basis.

(m) Deviation from Design Standard (if any) and acceptance by the Purchaser/Operator.

(n) A list of the following equipment installed on the aircraft:

(i) Avionics (communication, navigation).

(ii) Flight instruments.

(iii) Emergency.

(iv) Survival.

(o) Weight and Balance reports.

(p) Flight Test Report [(if applicable)].

(q) List of all deferred defects/maintenance (if any), at the time of issue of the Export Certificate of Airworthiness which will require maintenance actions subject to acceptance by the purchaser/Operator.

2.4 DOCUMENTS AND MANUALS FOR EACH INDIVIDUAL NEW AIRCRAFT.

The following documents and data are required for new aircraft.

(a) A complete set of maintenance, overhaul manuals, and any other [[item]] prepared by the manufacturer to perform maintenance or overhaul to aircraft and components, as applicable, with amendment service for:

(i) Aircraft.

(ii) Engine(s).

(iii) Propeller(s) as appropriate.

- (iv) Auxiliary Power Unit (APU).
- (v) Any avionics equipment installed.
- (vi) Non-destructive testing when applicable.
- (vii) Special structural inspection program when applicable.

(b) MEL for the aircraft including Dispatch Procedures; if a Master Minimum Equipment list has been issued by the FAA.

2.5 USED AIRCRAFT.

2.5.1 In addition to the documents/records referred to in paragraphs 2.3 and 2.4, the following are also required for used aircraft from the purchaser.

- (a) A complete history of the aircraft, engine, components, and equipment including:
 - (i) The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations.
 - (ii) The maintenance program to which the aircraft has previously been maintained and a copy of the approval document issued by the FAA.
- (b) The flight time, since new, of any components of the aircraft engines, or equipment which are subject to mandatory life limitations.
- (c) The flight time, since new or overhaul, as appropriate of any components of the aircraft engines, or equipment which are subject to an approved overhaul period.
- (d) Details of all changes of major structural components such as wings, tailplanes, helicopter rotor, or transmission components and histories of the replaced components.
- (e) Details of major structural repairs including the nature of damage in each case (if any).
- (f) List of modification performed since the original aircraft delivery, which deviate from the certified configuration and still exist on the aircraft (if any).
- (g) Status of compliance with all supplementary programs for aging aircraft, as applicable.
- (h) Records of equipment subject to calibration, such as compass, ATC transponder, Pitot Static System, etc.

2.5.2 The information requested in paragraph 2.5.1 may be submitted in [[paper format]] and signed, as applicable, dated and attested to by authorized agency(ies) or person(s). If the records are maintained and submitted on computer or Automatic Data Process (ADP), then the current ADP or computerized print-outs shall be signed, dated and attested to by an authorized agency(ies) or person(s) on behalf of the company as to its accuracy.

2.6 AIRCRAFT FIRST OF THE TYPE EXPORTED TO MEXICO.

2.6.1 In order to guarantee the airworthiness of the aircraft, engine(s), propeller(s) and major components, for aircraft first of the type exported to Mexico, one copy each of the following manuals and documents must be furnished from the FAA or manufacturer to the DGAC. In the case of items mentioned in paragraph 2.4 (a), DGAC requires one copy of the aircraft maintenance manual, including the maintenance schedule. The importer shall provide written confirmation from the manufacturers that amendments, revisions and new issues of manuals and Service Bulletins will be supplied automatically to the DGAC free of cost as soon as they are issued.

2.6.2 In addition to the documents listed in paragraphs 2.3, 2.4, and 2.5, the following technical data are required.

- (a) Type Certificate Data Sheets for the aircraft, engine(s), and propeller(s), as applicable.
- (b) Certification Compliance Record Book.
- (c) Maintenance Review Board Report, as applicable.
- (d) Aircraft Maintenance Planning Document or Recommended Maintenance Schedule/Program.
- (e) Master Minimum Equipment List, if it has been issued by the FAA.
- (f) A full set of Service Bulletins, Letters and Modification Leaflets issued by the manufacturer(s) in respect to the airframe, engine(s), propeller(s), APU, and installed equipment.
- (g) Three-view drawings of the major assemblies, installations and primary structure.
- (h) A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft, engine(s), propeller(s), and associated equipment.
- (i) A complete set of manuals [[as mentioned in paragraph 2.4 (a)]], for the engine(s) and propeller(s), if they are of a model exported to Mexico for the first time.

3. SPECIAL REQUIREMENTS.

3.1 Any aircraft, new or used, have to comply with the following requirements:

- (a) The aircraft must have an identification plate in accordance with [[14 CFR part 21, section 21.182]], which shall meet the requirements of [[14 CFR]] part 45, subpart B.
- (b) The markings and placards required for passenger instructions, emergencies, cargo and baggage compartment, in the aircraft exterior and any other indications [[guidance]] to be used by the ground support personnel, must be bilingual (Spanish and English).
- (c) Maintenance requirements and logbooks. The appropriate logbooks for airframe, engines (s), propeller (s) and Auxiliary Power Unit, as appropriate, must be maintained, as specified in [[14 CFR]] section 91.417, for all aircraft to be registered in Mexico and all required inspections, service life limits, etc., must be recorded.

(d) The aircraft must comply with the noise standards of ICAO Annex 16. Subsonic jet airplanes have to comply with the noise limits established in Chapter 3 of Annex 16.

(e) The radio equipment must be FAA approved and comply with TSO and TC specifications.

(f) Equipment. The aircraft must comply with the following equipment [[requirement]]:

(i) The front seats of normal and utility [[category]] airplanes must be equipped with either a shoulder harness or a belt and diagonal shoulder strap.

(ii) Passengers seats must be fire blocked in accordance with [[14 CFR part 25]] section 25.853 (b).

(iii) Each lavatory compartment must be equipped:

a. With a smoke detector system or equivalent system that provides a warning light or audio warning in the passengers cabin which would be readily detected by an attendant.

b. With a built in fire extinguisher for each disposal receptacle for towels, paper or waste located within the lavatory.

(iv) Life jackets must be FAA approved and comply with TSO-C13c

(v) ELT must be installed.

(vi) The barometric setting [[markings]] of the altitude indication instruments, including standby altimeters and cabin altitude indicators, shall be presented in "mbar" or "hPa". All other instruments must display usual and traditionally accepted [[markings]]. However, the [[markings]] used on the instruments shall be consistent with those presented in the flight and maintenance manuals.

(g) DGAC [[may require an inspector to be sent to the site where the aircraft is located in order to issue a temporary airworthiness certificate, if applicable]].

(h) DGAC requires a weight and balance report after any major inspection or after any structural modification.

4. RECENCY OF CERTIFICATE FOR COMPLETE AIRCRAFT (NEW OR USED).

4.1 Export Certificate of Airworthiness (FAA FORM 8130-4) for complete aircraft (new/used) should have been issued with 60 (sixty) days prior to the date of arrival of the aircraft in Mexico and also not more than 50 (fifty) flight hours since issuance of the Export Certificate of Airworthiness.

5. CERTIFICATION REQUIREMENTS FOR AIRCRAFT PARTS.

5.1 CLASS I PRODUCTS (ENGINE/PROPELLERS).

- (a) Export Certificate of Airworthiness, FAA Form 8130-4.
- (b) Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

5.2 CLASS II PRODUCTS.

- (a) Airworthiness Approval Tag, FAA Form 8130-3.
- (b) Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

5.3 CLASS III PRODUCTS AND APPLIANCES.

- (a) Airworthiness Approval Tag, FAA Form 8130-3 (if the part has a serial number);
or
- (b) A Technical Standard Order (TSO) authorization granted under [[14 CFR]] part 21, Sub-part O; or
- (c) A document issued by the manufacturer of the component, which contains a certification the component was manufactured under;
 - (i) A Production Certificate (PC) granted under [[14 CFR]] part 21, Sub-part G;
or
 - (ii) An FAA Parts Manufacturing Approval (PMA) granted under [[14 CFR]] part 21, Sub-part K; or
- (d) FAA Certificate of Conformity if the item was manufactured under TSO/PC/PMA; and
- (e) Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

6. CORRESPONDENCE FOR APPLICATIONS.

6.1 All correspondence regarding Certification and Registration of civil aircraft should be addressed to:

DIRECCION GENERAL DE AERONAUTICA CIVIL (DGAC)
PROVIDENCIA 807, 6° PISO, COL. DEL VALLE
MEXICO, D.F. C.P. 03100

TEL: (525) 523-66-42
FAX: (525) 687-76-60
Email: jbarges@sct.gob.mx

FOR CERTIFICATION:

DIRECCION DE AVIACION
PROVIDENCIA 807, 3er.PISO, COL. DEL VALLE
MEXICO, D.F. C.P. 03100

TEL: (525) 687-79-41
FAX: (525) 523-62-75
Email: psand@sct.gob.mx

FOR REGISTRATION;

DEPARTAMENTO DE REGISTRTOY CONTROL AERONAUTICO
PROVIDENCIA 807, 1er.PISO, COL. DEL VALLE
MEXICO, D.F. C.P. 03100

TEL: (525) 523-45-38
FAX: (525) 523-34-19

KINGDOM OF MOROCCO - SPECIAL REQUIREMENT

(August 23, 1977)

1. Import of U.S. Manufactured Aircraft.
 - a. The Kingdom of Morocco accepts for import and registration, without modification, U.S. aircraft manufactured to Federal Aviation Administration (FAA) standards.

KINGDOM OF THE NETHERLANDS - SPECIAL REQUIREMENTS

(ISSUE 2)

(December 10, 1980)

1. INTRODUCTION.

a. The special requirements associated with the agreement on the reciprocal validation of export certificates of airworthiness of May 22, 1956, based on the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 14, 1955, are prescribed in this document. These requirements are effective from the 1st of July, 1967. Issue 2 is effective from the 1st of July, 1969. The requirements specified in this document apply only to aircraft exported to the Netherlands, and not to those exported to Surinam.

2. GENERAL.

a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted," "limited," and "experimental" aircraft, except on an individual basis after referral to the Netherlands Department of Civil Aviation, Rijks Luchtvaart Dienst (RLD+).

b. Aircraft with a certification basis older than March 5, 1952, and being of a type which had no Netherlands airworthiness approval during the last six years, are excluded from import to the Netherlands, except on an individual basis after referral to the RLD.

c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated already by the RLD, may continue to be imported on a similar basis to that agreed for previous aircraft of the identical type. An aircraft is considered of an identical type if the changes are none or only minor and do not reduce previously accepted airworthiness standards. The types of aircraft referred above are specified under paragraph 5.

d. For each used aircraft the RLD will, after inspection of the aircraft, establish, on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the RLD approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.

+) Address: Rijksluchtvaartdienst
 Directie Luchtvaartinspectie
 Postbus 7555
 1117 ZH Schipol Telephone No.: 020-5163260
 The Netherlands

3. DOCUMENTS AND DATA REQUIRED. The application for the issue or validation of a certificate of airworthiness shall be accompanied by the following documents and data:

a. For the first aircraft of a specific make and model being imported:

(1) The design and test data specified in Annex A.

NOTE: Annex A is available from the RLD(+).

(2) The certificate of airworthiness issued or renewed within a period of 60 days immediately preceding the date of the application for validation of that certificate or the issue of a new certification of airworthiness.

(3) A statement specifying the applicable airworthiness requirements and indicating that these requirements were complied with.

(4) The manufacturer's specification and, if available, a type specification issued by the contracting state, containing basic data concerning performance, dimensions, weights, and required equipment.

(5) The weight and balance report, including equipment list, showing all removable items of equipment that are included in the empty weight.

(6) The aircraft flight manual, approved by the contracting state, issued in the English language.

(7) The manufacturer's maintenance manual, containing at least the following information:

- (a) Engineering description of the aircraft.
- (b) Instructions for ground handling.
- (c) Assembly and disassembly instructions for the various aircraft parts and assemblies.
- (d) Description of the powerplants, propellers, and the various systems.
- (e) Maintenance, repair and overhaul instructions and the associated inspection items and schedule.

(8) Aircraft, engine, and propeller parts lists.

(9) For used aircraft, the historical records, such as aircraft and engine logbooks and records regarding maintenance, repairs, modifications, mandatory service bulletins, and airworthiness directives.

b. For subsequent import aircraft, to the same make and model as under 1.a.

(1) The documents and data listed under a(2), a(4), a(5), a(6), and a(9) unless documentation submitted previously is also applicable to the individual concerned.

(2) A list of deviations from the first aircraft. If the applicant is unable to provide such a list, additional data may be required to enable the RLD to determine the deviations.

4. TECHNICAL REQUIREMENTS.

a. Special conditions of a particular nature. The aircraft shall, to the extent deemed essential by the RLD, comply with such additional requirements as may be specified in writing. These additional requirements will be prescribed if the aircraft has special features or characteristics the safety of which has not been guaranteed adequately by the existing requirements.

b. Special conditions of a general nature. The special conditions of a general nature are listed in Annex B.

NOTE: Annex B is available from the RLD(+).

c. Subsonic jet aircraft, other than aircraft which require a runway with no stopway or clearway of length 600 m or less at maximum certificated weights for airworthiness, which do not comply with Noise Standards at least as severe as the provisions of Chapter 2, paragraph 2.2 through paragraph 2.6 of Annex 16, including the Amendments I and II, to the Convention on International Civil Aviation first issue, dated August 1971, are excluded from import to the Netherlands, except on an individual basis after referral to the RLD.

d. Propeller-driven aircraft of maximum certificated takeoff weight not exceeding 5700 kg, which do not comply with Noise Standards at least as severe as the provisions of Chapter 3, paragraph 3.2 through paragraph 3.4 of Annex 16, including the Amendments I and II, to the Convention on International Civil Aviation, first issue, dated August 1971, are excluded from import to the Netherlands, except that aircraft:

(1) With a certification basis older than January 1, 1976, and being of a type which had no Netherlands airworthiness approval before January 1, 1978, are excluded from import to the Netherlands on or after that date;

(2) With a certification basis older than January 1, 1976, and being of a type which had a Netherlands airworthiness approval before January 1, 1978, are excluded from import to the Netherlands on or after January 1, 1980, and except on an individual basis after referral to the RLD.

TABLE I

Manufacturer	Model	Manufacturer	Model
<u>G. AUGUSTA - BELL</u>	AB.206A	<u>ERCOUPE</u>	415-D
<u>BEECH</u>	D18S 23 65 65-80 65-90 95-A55	<u>FAIRCHILD</u> <u>GRUMMAN</u>	24R 46 A AGCAT G 164 A P&W R 985-An-I (450 hp) Ham. Std. 6101- A-12
<u>BELL</u>	47G 47G-2A-1 47J 47J-2A	<u>N.A. AVIATION</u> <u>HUGHES</u>	AT-6 269B
<u>BOEING</u>	707-355C	<u>LOCKHEED</u>	L-188C L-1049G
<u>CESSNA</u>	150C 150E 150F 150G 172 172A 172B 172E 172F 172G 182B 182F A188 P206 U206A 404 * 550	<u>MOONEY</u> <u>PIPER</u>	L-1049H M-20A J3C-65(L-4J) PA-18-125 PA-18A-135 PA-18-150 PA-18A-150 PA-19 PA-22-108 PA-22-150 PA-22-160 PA-23-160 PA-23-235 PA-24-250 PA-25-235 PA-28-140 PA-28-160
<u>CONVAIR</u>	640	<u>PIPER</u>	PA-28-180
<u>DOUGLAS</u>	DC-3C-S1C-3G C54B-DC DC-6 DC-6A DC-6B DC-7C DC-8-33 DC-8-53 DC-8-55 DC-8F-55 DC-8-63 DC-9-15 DC-9-32 DC-9-33F	<u>SIKORSKY</u> <u>STINSON</u>	PA-30 S-61 N S-62A L-5B

NETHERLANDS AIRWORTHINESS REQUIREMENTS 1987

As per April 10, 1987, the Netherlands Airworthiness Requirements consist of the following documents:

Decree LI/12111, dated July 14, 1978, and amended with decree LI/1715 of March 11, 1987, plus the following enclosures:

		<u>Introduced with decree</u>	<u>Amended with decree</u>	<u>Date</u>
1	Definitions and abbreviations FAR Part 1	LI/12111	-	14.07.78
2	Definitions and abbreviations JAR 1, including Amendment 3	LI/12111		14.07.78
3	Airworthiness Standards: Transport Category Airplanes (FAR Part 25 and special conditions) including Amendment 46	LI/13625	LI/12627	01.09.81 21.12.79
4	Joint Airworthiness Requirements Large [[airplane]], Cat. T (JAR 25) including Amendment 10	LI/12111	LI/13521 LI/12167	07.12.84 01/08.81 14.07.78
	plus 84/1		LI/13647	23.12.83
	plus 84/2		LI/11600	23.05.84
	plus 84/3		LI/12239	20.07.84
	plus 85/1		LI/13611	19.12.84
	plus 85/2		LI/5884	12.08.85
	plus 85/11		LI/8877	03.12.85
	plus 86/1		LI/2381	08.04.86
	plus 86/2		LI/4819	08.07.86
	plus 87/1		LI/906	05.02.87
			LI/2459	06.04.87
5	Airworthiness Standards: Normal, Utility and Acrobatic Category Airplanes (FAR Part 23 and special conditions) including Amendment 29, 30 and 31, 32 33	LI/12111	LI/13002	14.07.78 19.10.83
			LI/2509	29.03.85
			LI/1478	27.02.86
			LI/906	05.02.87
6	Airworthiness Standards: Transport Category Rotorcraft FAR Part 29 and special conditions) including Amendment 24	LI/12111		14.07.78
			LI/3270	24.04.85

7	Airworthiness Standards: Normal Category Rotorcraft (FAR Part 27 and special conditions) including Amendment 21	LI/12111		14.07.78
			LI/13002 LI/1756	19.10.83 05.03.85
8	FAA Interim Standards for Certification of FAR 27/29 Helicopters for IFR Operations	LI/12111		14.07.78
9	Requirements for [[airplanes]] CAT. N, used for air transportation flights	LI/12111		14.07.78
10	Joint Airworthiness requirements Sailplanes and powered Sailplanes (JAR 22) including Amendment 3 22/84/1 22/85/1 22/86/1	LI/12262		06.08.80
			LI/10717 LI/669 LI/392 LI/8018	14.03.83 28.01.85 17.01.86 06.11.86
11	Airworthiness Requirements for amateur built aircraft	LI/12111		14.07.78
12	Airworthiness Requirements for Towing Aircraft	LI/12111		14.07.78
13	Airworthiness Requirements for crop spraying aircraft	LI/12111		14.07.78
14	Reserved for Airworthiness Requirements for aircraft used for parachute jumping	-	-	-
15	Requirements for Noise Production	LI/1715		11.03.87
16	Technical Standard Orders	LI/12922		10.10.83
17	Airworthiness Requirements for non-rigid airship	LI/12262		06.08.80
18	Airworthiness Requirements for manned free balloons and Hot Air Ships (FAR 31 and BAR "Manned Free Balloons" as well as BAR Paper 696 "Hot Air Ships")	LI/11371		10.05.82
			LI/11911	23.06.82

NETHERLANDS

[[AIRPLANE]] NOISE CERTIFICATION REQUIREMENTS

(effective March 11, 1987)

1. Subsonic jet [[airplanes]] and heavy propeller-driven [[airplanes]].

1.1 Subsonic jet [[airplanes]] of over 20,000 kg maximum certificated takeoff mass, other than [[airplanes]] which require a runway length (with no stopway or clearway) of 610 m or less at maximum certificated mass for airworthiness, of a type that has been certificated in the Netherlands before (date of applicability of amendment) are excluded from import into the Netherlands unless they comply with the Standards of Chapter 2 of ICAO Annex 16, Volume I (Aircraft Noise, First Edition, 1981), on the understanding that only the maximum noise levels of paragraph 2.4.2. apply.

1.2 Two and three engined [[airplanes]], covered by paragraph 1.1 above, are also eligible for import into the Netherlands if they are "Stage 2" aircraft according to the provisions of FAR Part 36 (Noise Standards: Aircraft Type and Airworthiness Certification), as amended by Amendment 36-12, dated June 29, 1981, effective August 1, 1981.

1.3 Subsonic jet [[airplanes]] of maximum certificated takeoff mass not exceeding 20,000 kg, propeller-driven [[airplanes]] of over 5700 kg maximum certificated takeoff mass, and subsonic jet [[airplanes]] of a type that has not been certificated in the Netherlands before (date of applicability of the amendment), other than [[airplanes]] which require a runway length (with no stopway or clearway) of 610 m or less at maximum certificated mass for airworthiness, are excluded from import into the Netherlands unless:

a. they comply either with the Standards of Chapter 3 of ICAO Annex 16 Volume I (Aircraft Noise, First Edition, 1981),

b. or they are "Stage 3" aircraft according to the provisions of FAR Part 36 (Noise Standards: Aircraft Type and Airworthiness Certification) up to and including Amendment 36-12, dated June 29, 1981, effective August 1, 1981.

1.4 Those propeller-driven [[airplanes]], covered by paragraph 1.3 above, which are derived from types that have been certificated at maximum takeoff mass not exceeding 5700 kg and with passenger seating capacity of no more than 19 seats are also eligible for import into the Netherlands if they comply with the provisions of paragraph 2.1 hereunder.

2. Light propeller-driven [[airplanes]].

2.1 Propeller-driven [[airplanes]] of maximum certificated takeoff mass not exceeding 5700 kg other than those covered by [[paragraph]] 2.2, are excluded from import into the Netherlands unless they comply with the Standards of Chapter 6 of ICAO Annex 16, Volume I, (Aircraft Noise, First Edition, 1981).

2.2 Powered gliders are excluded from import into the Netherlands unless they comply with the Standards of Chapter 6 of ICAO Annex 16, on the understanding that the maximum noise levels of paragraph 6.3 are lowered by 5 dB(A).

2.3 Engine power settings for those [[airplanes]], covered by [[paragraphs]] 2.1, and 2.2 above, which are higher than the maximum power in the normal operating range but lower than the maximum takeoff power, have to be indicated on the engine instruments by a yellow arc (cautionary range). The Flight Manual shall contain a note that engine power settings above the maximum power in the normal operating range may only be applied during takeoff and in emergency.

3. Helicopters. Helicopters of a type, that has not been certificated in the Netherlands before, (date of applicability of the amendment) are excluded from import into the Netherlands unless they comply with the Standards of Chapter 8 of ICAO Annex 16, Volume I (Aircraft Noise, First Edition, 1981).

4. Exemptions.

4.1 The Director of the Aeronautical Inspection Directorate, Department of Civil Aviation (RLD) may exempt from the above provisions:

- a. [[Airplanes]], which are exclusively designed and used for aerobatic purposes or agricultural or fire fighting uses.
- b. [[Airplanes]] not satisfying the applicable requirements for noise certification when they can be equipped to these standards provided that;
 - suitable conversion equipment exists for the [[airplanes]] type in question;
 - [[airplanes]] fitted with such equipment are capable of achieving the standards required for noise certification;
 - such equipment is actually available, and the operator has ordered the equipment;and
 - the appropriate equipment must be fitted within not more than two years from the date of registration.
- c. [[Airplanes]] which are temporarily registered into the register of another State than the Netherlands, on account of hire purchase.
- d. [[Airplanes]] which replace [[airplanes]] which have been accidentally destroyed and which cannot be replaced by a comparable [[airplane]] with noise certification available on the market, provided that the registration of the replacement [[airplane]] is carried out within one year following the destruction in question; and the replacement [[airplane]] is removed from the register within two years after registration.
- e. [[Airplanes]] of historic interest.

4.2 In special cases, and under conditions to be defined, the Director of the Aeronautical Inspection Directorate, Department of Civil Aviation (RLD) may allow the application of other noise requirements provided the noise levels are at least equivalent to those required for the [[airplane]] according to the ICAO Annex 16, Volume I, Noise Standards, and on the understanding that subsonic jet [[airplanes]] and propeller-driven [[airplanes]] of over 5700 kg maximum certificated takeoff mass have to comply with the provisions of paragraph 1.1 above.

NOTE: At present, no Certificates of Airworthiness are issued for Ultra Light [[Airplanes]]. However, permission to fly without a Certificate of Airworthiness will only be granted under specified conditions.

As far as the noise emission is concerned, it is not permitted to use ultra light [[airplanes]] in the Netherlands unless the noise level measured in a full power flyover in 150 meters is below 60 dB(A). Two-seaters which are used for instruction purposes only are admitted if the noise level does not exceed 63 dB(A).

NETHERLANDS ANTILLES - SPECIAL REQUIREMENTS

(August 7, 1987)

1. GENERAL. The special conditions associated with the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 4, 1955, relating to the reciprocal validation of export certificates of airworthiness for aircraft are prescribed below. These conditions apply only to export of aircraft to the Netherlands Antilles.

a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted," "limited," and "experimental" aircraft, except on an individual basis after referral to the Department of Civil Aviation, Netherlands Antilles (Department van Luchtvaart Nederlandse Antillen (D.V.L. N.A.)) (See Note 6a).

b. Aircraft with a certification basis older than March 5, 1952, and being of a type which had no Netherlands Antillean airworthiness approval during the last six years, are excluded from import into the Netherlands Antilles except on an individual basis after referral to the D.V.L. N.A.

c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated by the D.V.L. N.A. prior to July 1, 1967, may continue to be imported on similar basis to that agreed for previous aircraft of the identical type. An aircraft is considered of an identical type if the changes are none or only minor and do not reduce previously accepted airworthiness standards. The types of aircraft referred above are as follows:

<u>Manufacturer</u>	<u>Model</u>	<u>Manufacturer</u>	<u>Model</u>
<u>AERO COMMANDER</u>	100	<u>CONVAIR</u>	340
<u>CURTISS WRIGHT SUPER</u>		<u>C-46</u>	
<u>BEECH</u>	C-50	<u>DORNIER</u>	DO 28A-1
	D-50 B		
	65-A80	<u>FOKKER</u>	F 27-500
<u>CESSNA</u>	150 H	<u>MCDONNELL DOUGLAS</u>	DC9-15
	172 C	<u>MOONEY</u>	M20-5
	172 H		
	172 I	<u>DE HAVILLAND</u>	DHC-6
	175 C	<u>PIPER</u>	PA 23-160
	182 E		PA 28-180
	182 M		PA 22-150
			J-3

2. DOCUMENTS AND DATA REQUIRED. The following documents and data shall be submitted to the D.V.L. N.A.

a. For all aircraft.

(1) Certificate of Airworthiness for Export issued not more than 60 days prior to the application for validation.

- (2) FAA approved Airplane Flight Manual and weight and balance report with equipment list.
 - (3) Certificated aircraft and engine logbooks, and when available propeller logbooks, or other equivalent historical records showing total operating time.
 - (4) A certified statement regarding any flight or operational limitations, exemption, or restrictions, which have been prescribed by the FAA, because of design or structural characteristics or features incorporated which are not in conformity with data forming the basis for the initial type certification of aircraft of this type.
 - (5) A certified statement regarding the modification status of aircraft with respect to Airworthiness Directives or other changes prescribed by the FAA subsequent to issuance of the original type specification or Type Certificate for the aircraft. Major repair and alteration form, FAA Form 337, or equivalent, if repairs and/or alterations have been accomplished on the exported aircraft.
- b. For aircraft being the first of a type exported to the Netherlands Antilles (see Note 6c). In addition to the documents and data mentioned in the preceding paragraph, the following documentation and data shall in general be submitted: (The D.V.L. N.A. will inform on request regarding such of the listed documents and data as may be required in each specific area.)
- (1) Manuals related to aircraft. The Maintenance Manual, Overhaul Manual, Repair Manual, Parts Catalog, and a copy of the customer's specification for the aircraft, together with a specimen copy of the approved Airplane Flight Manual. A copy of information or instructions essential to the assembly and rigging of the aircraft.
 - (2) Manuals related to major parts. The approved Operating Manual, Maintenance Manual, Overhaul Manual, and Repair Manual for each type of engine, propeller, and major auxiliary equipment fitted to the aircraft. A list of communications equipment installed, including model, capacity, frequency, operating instructions, etc.

NOTE: If possible, the documents specified in [[paragraphs]] (1) and (2) shall be delivered well in advance of the intended delivery date of the aircraft.

- (3) Bulletins. A complete set of service publications including bulletins issued by the manufacturers of the aircraft and by manufacturers of engines, propellers, and other type certificated equipment installed thereon, and a statement by an authorized representative of the aircraft manufacturer to the effect that he will undertake to supply the D.V.L. N.A. a copy of all new such bulletins.
- (4) Design and test data. The design data and test data listed in Annex A (see Note 6b).

3. TECHNICAL REQUIREMENTS.

a. The aircraft shall to the extent deemed essential by the D.V.L. N.A. comply with such additional requirements as may be specified in writing. These additional requirements will be determined having regard to the differences between the relevant airworthiness codes of the United States and the Netherlands, and to any additional requirements as would be prescribed for comparable aircraft in the Netherlands.

b. Unless otherwise stated the conditions listed in Annex B apply (see Note 6b).

4. USED AIRCRAFT. For each used aircraft the D.V.L. N.A. will after inspection of the aircraft establish on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the D.V.L. N.A. approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.

5. FLYAWAY AIRCRAFT.

a. In the case of aircraft delivered via flyaway, the Export Certificate of Airworthiness, certified logbooks, FAA approved Airplane Flight Manuals, weight and balance report and equipment list and such other documents as may be essential to the safe operation of the aircraft shall accompany the aircraft and be delivered to the D.V.L. N.A. on arrival in the Netherlands Antilles.

b. If delivery of an aircraft is via flyaway the aircraft shall carry certificates of airworthiness and registration and a letter of authority to cover the use of radio, valid for the delivery flight, issued by the D.V.L. N.A. All inquiries relating to the issuance of Netherlands Antilles certificates of registration and certificates of airworthiness should be addressed to the D.V.L. N.A.

6. NOTES.

a. The address of the Department of Civil Aviation:

Department van Luchtvaart
Dr. A. Plesman Luchthaven
Curacao, Wederlandse Antillen

b. Annexes A and B are available from the D.V.L. N.A.

c. The D.V.L. N.A. will inform on request whether an aircraft is the first of a type to be exported to the Netherlands Antilles.

NEW ZEALAND - SPECIAL REQUIREMENTS

(Revised - September 30, 1996)

SECTION 1 - INTRODUCTION.

1.1 An Export Certificate of Airworthiness with pertinent data attached will be required for each Class I product exported from the United States to New Zealand.

1.2 To be eligible for installation in New Zealand aircraft, Class II must be issued with an Airworthiness Approval Tag (FAA Form 8130-3).

1.3 To be eligible for installation in New Zealand aircraft, Class III products must be issued with an Airworthiness Approval Tag (FAA Form 8130-3); or a Production Certificate granted under [[Title 14 of the Code of Federal Regulations (14 CFR) part 21, (Subpart G)]]; or an FAA Parts Manufacturing Approval (PMA) granted under [[14 CFR part 21, (Subpart K)]]; or a Technical Standard Order (TSO) authorization granted under [[14 CFR part 21, (Subpart O)]]].

1.4 Class II or Class III component may be eligible for installation in New Zealand aircraft if issued with a document issued by and FAA Certificated Repair Station and which quotes the certificate number issued to that repair station under [[14 CFR part 145]].

1.5 Special requirements which must be satisfied before the issue of a U.S. Export Certificate of Airworthiness are identified in Section 2. Data shall be forwarded to the Director Civil Aviation, Civil Aviation Authority, Aviation House, 1 Market Grove, P.O. Box 31441, Lower Hutt, New Zealand (Attention: Controller Aircraft Certification).

1.6 Airworthiness certification procedures of New Zealand aircraft are specified in the New Zealand Civil Airworthiness Rules Part 21. Application for a New Zealand Airworthiness Certificate is to be made not less than 28 days before the issue of the certificate is desired.

1.7 Additional requirements which must be satisfied for the issue of a New Zealand Airworthiness Certificate, are specified in New Zealand Civil Airworthiness Requirements Volume 1 Section C and Volume 2. (After 31 March 1997 these additional requirements will be specified in New Zealand civil Aviation Rules Part 26 and Part 39.) It is not necessary for these additional requirements to be satisfied before export from the United States.

1.8 Aircraft which are certificated only in the United States Restricted Category will not be eligible for registration or airworthiness certification in New Zealand unless special conditions are met.

1.9 If the airworthiness standards which form the certification basis for the aircraft pre-date the U.S. Civil Airworthiness Regulations, the aircraft may be certified in the New Zealand Restricted Category and may be ineligible for operations for hire or reward.

1.10 Supply of data listed in Section 2.2 and 2.3 may be required in respect of Supplemental Type Certificate (STC) alterations before a New Zealand Certificate of Airworthiness is issued.

1.8 Unless otherwise agreed by the Authority, all data must be supplied in the English language and supplied at no cost to the Authority.

SECTION 2 - SPECIAL REQUIREMENTS.

2.1 The following data requirements must be satisfied at the time of export for an aircraft to be eligible for New Zealand airworthiness certification. The listed data must be supplied to the Aircraft Certification Unit, Safety Certification Group, Civil Aviation Authority.

- (a) A copy of the Export Certificate of Airworthiness.
- (b) Statement of Modification, Service Bulletin and Equipment Standard at build.
- (c) Summary of Modifications, Repairs, Service Bulletins, Customer Options, and Equipment incorporated since initial build.
- (d) Statement of Compliance with FAA Airworthiness Directives for U.S. manufactured aircraft.
- (e) Airframe, engine, propeller and APU logbooks (as applicable).
- (f) Copies of any applicable Supplemental Type Certificates.

2.2 In addition, the following data associated with foreign type certification will be required for type acceptance under New Zealand Civil Aviation Rules Part 21 Subpart B of the first aircraft of a particular type or model exported to New Zealand.

- (a) A copy of the type certificate or equivalent document, which certifies compliance with the applicable airworthiness requirements.
- (b) Particulars of the airworthiness design requirements with which the aircraft complies including the airworthiness standards, the effective date of the standards, any special conditions applied and any provisions not complied with, together with the associated compensating factors. A copy of a type certificate data sheet or equivalent will provide such data except that, where special conditions or compensating factors are included, the documents detailing them will also be required.
- (c) A list identifying the data submitted for the issue of the type certificate prescribed in 2.2(a), showing compliance with the applicable airworthiness standards.
- (d) Such of the data listed by 2.2(c) as the Authority requires.
- (e) A copy of the flight manual or, if a flight manual is not required by the applicable airworthiness standards, a document defining operating limitations and providing operational data. Also a weight and balance manual if such information is not contained in the flight manual.
- (f) Data to identify the type design such as a parts catalogue or drawings.
- (g) Data to identify essential and optional equipment and the location of emergency equipment.
- (h) Copies of the instructions for continuing airworthiness, required to be prepared under the airworthiness standards, such as maintenance manuals.
- (i) Service documentations issued by the manufacturers of the aircraft, engines, propellers and equipment, such as service bulletins, service letters and equivalent documents.

(j) A statement from the type certificate holder or manufacturer, undertaking to provide the Authority with an ongoing revision service for the operating, maintenance and service documentation.

2.3 It is desirable at the time of type acceptance for first-of-type aircraft or variants to supply additional available data which may subsequently be required for such purposes as the approval of design changes, maintenance and air transport operations. These data may include:

(a) Maintenance, overhaul and repair manuals for airframe, engines, propellers and equipment additional to those required under 2.2.

(b) The manufacturer's detailed specification for the type.

(c) The customer's detailed specification for the type.

(d) The manufacturer's specifications for special processes and materials used in manufacture and maintenance.

(e) Electrical load analysis.

(f) Location drawings for all radio antennas.

(g) Operations manual.

(h) Master minimum equipment list (MMEL).

(i) Maintenance planning document (MPD).

(j) Maintenance review board document (MRB).

(k) Manufacturers Maintenance schedule.

(l) Ground and flight type inspection reports (TIR).

NORWAY - SPECIAL REQUIREMENTS

(December 1, 2002)

1. INTRODUCTION.

In accordance with the bilateral agreement between the United States of America and Norway, airworthiness certification of aeronautical products is reciprocally accepted. The following Special Requirements are applicable to such products exported from the United States of America to Norway.

Luftfartstilsynet, the Norwegian Civil Aviation Authority, is referred to as CAA-N. The Federal Aviation Administration is referred to as the FAA.

2. GENERAL.

2.1 An aircraft type/model/version must be type accepted by CAA-N before issuance of a Norwegian Certificate of Airworthiness for an individual aircraft and its permanent registration in Norway. The import evaluation leading to type acceptance of a U.S. manufactured aircraft is mainly a familiarization process, which may lead to additional type specific design, maintenance, operational or training requirements.

Regarding the procedure for type acceptance of an aircraft, see Appendix I.

2.2 Engines and propellers installed on an aircraft are type accepted by CAA-N as part of the aircraft if they are listed in the FAA approved type certificate data sheet. Consequently, no additional type acceptance process is necessary. For type acceptance of engines and propellers not previously accepted as part of an aircraft and not installed on an aircraft, see 3.2 below.

2.3 A Norwegian Certificate of Environmental Quality, Noise and Emission as applicable may not be issued unless the aircraft is in compliance with the Norwegian BSL B 2-2 "Environmental Regulations."

These regulations are based on the latest amendments of ICAO Annex 16. In addition, Norway has adopted the European Civil Aviation Conference (ECAC) recommendations with regard to non-addition and non-operation of Chapter 2 airplanes.

3. CLASS I PRODUCTS (Ref: 14 CFR Part 21 - subpart L).

3.1 AIRCRAFT.

3.1.1 For an aircraft type/model/version not previously type accepted by CAA-N, see Appendix I.

3.1.2 For each individual aircraft of a type/model/version type accepted by CAA-N, the following documents must be presented to CAA-N:

a) Airworthiness document:

An FAA Form 8130-4, Export Certificate of Airworthiness (C of A), issued in accordance with Title 14, Code of Federal Regulations (14 CFR), part 21, subpart L. The year of manufacture

and serial number must be stated on the Export C of A or on another FAA approved supporting document. An alternative airworthiness document, and procedures, may be acceptable to the CAA-N on a case-by-case basis.

b) Supplemental Type Certificates for approved major modifications, if any, relevant to the exported aircraft and not previously accepted by CAA-N, accompanied by an application for validation of the modifications.

c) For aircraft that have been modified since the issuance of CAA-N type acceptance certificate, all applicable data concerning environmental quality, noise and emissions must be presented.

d) Historical record, log books, or equivalent as required by 14 CFR § 91.417(a)(2).

e) FAA Approved Flight Manual, Operating Manual/Owners Manual.

f) List of applicable and incorporated Airworthiness Directives.

g) List of incorporated Service Bulletins, if available, as part of the aircraft records retained in accordance with 14 CFR § 91.417 (b)(1).

h) Modification record.

i) Repair record.

j) Record of life limited parts.

k) Equipment list.

l) Weight and balance report.

m) Flight Test Report for new aircraft and for used aircraft on a case by case basis.

3.1.3 An aircraft is normally accepted for import only if the running times of the engine(s) since new, rebuild or overhaul is less than the manufacturer's recommended times between overhauls. An aircraft with an engine or propeller having exceeded this running time may only be accepted for import on a case-by-case basis.

The latest repair or overhaul of an engine or propeller must have been performed according to the FAA Regulations.

3.2 ENGINE OR PROPELLER (not installed on an aircraft).

For an engine or a propeller not previously type accepted in Norway, individually or as part of an aircraft, the documentation required will be established by CAA-N on a case by case basis following an application for type acceptance in accordance with Appendix I.

3.2.1 The following documents are required for the export of new and used engines or propellers already type accepted:

a) FAA Form 8130-4, Export Certificate of Airworthiness, issued in accordance with 14 CFR part 21, subpart L.

b) Modification record.

c) Equipment list.

c) Historical record, logbooks or equivalent as required by 14 CFR § 91.417(a)(2).

e) Lists of applicable and incorporated Airworthiness Directives.

f) Lists of incorporated Service Bulletins, if available, as part of the aircraft records retained in accordance with 14 CFR § 91.417(b)(1).

g) Record of life limited parts.

NOTE: An engine or a propeller is accepted for import only if the running time since new, rebuild or overhaul is less than the manufacturer's recommended times between overhauls. An engine or propeller having exceeded this running time may only be accepted for import on a case-by-case basis.

3.2.2 For used engine or propeller being returned to Norwegian owner/operator after completion of maintenance activities:

a) FAA Form 8130-3, Airworthiness Approval Tag issued as a maintenance release document (not as an export document) under an appropriate FAA authorization (e.g., a FAA Repair Station Certificate with the appropriate rating); or

b) For an engine or propeller intended for Commercial Air Transport, the FAA Form 8130-3 must be issued by a FAA part 145 Repair Station that also holds a JAR 145 acceptance.

4.1 CLASS II PRODUCTS.

The following documents are required for each exported new or used Class II product:

a) FAA Form 8130-3, Airworthiness Approval Tag, issued in accordance with 14 CFR part 21, subpart L.

b) List of applicable and incorporated Airworthiness Directives.

c) List of incorporated Service Bulletins.

d) Modification record, if applicable.

e) Repair record.

f) Record of life limited parts, if applicable.

4.2 CLASS II PRODUCTS (returned to owner/operator).

The following documents are required for Class II products returned to a Norwegian owner/operator after the completion of maintenance activities in the United States:

a) A maintenance release document (e.g., FAA Form 8130-3, Airworthiness Approval Tag, or other maintenance document) issued in accordance with the appropriate FAA authorization (e.g., FAA Repair station Certificate with appropriate rating); or

b) For Class II products intended for Commercial Air Transport, the FAA maintenance release document (e.g., FAA Form 8130-3) must be issued by a FAA part 145 Repair Station that also holds a JAR 145 acceptance.

c) In addition to (a) and (b) above, the following records are required, as applicable:

(i) List of incorporated Airworthiness Directives.

(ii) List of incorporated Service Bulletins.

(iii) Modification record.

(iv) Repair record.

(v) Record of life limited parts.

5. CLASS III PRODUCTS.

5.1 The following documents are required for exported new Class III products:

a) FAA Form 8130-3 issued under one of the following FAA production approvals:

(i) A Production Certificate issued in accordance with 14 CFR part 21, subpart G;

(ii) An Approved Production Inspection System (APIS) issued in accordance with 14 CFR part 21, subpart F;

(iii) An FAA Parts Manufacturer Approval (PMA) issued in accordance with 14 CFR part 21, subpart K;

(iv) A Technical Standard Order (TSO) authorization issued in accordance with 14 CFR part 21, subpart O;

OR

b) A Certificate of Conformance stating that the parts were manufactured in accordance with an established U.S. industry or U.S. government specifications, or to a FAA part TSO (e.g., TSO C148, C149, or C150).

5.2 Used Class III products:

For used Class III products being returned to a Norwegian owner/operator after completion of maintenance activities in the United States:

(a) FAA Form 8130-3, Airworthiness Approval Tag, issued as a maintenance release document (not an export document) under an appropriate FAA authorization (e.g., a FAA Repair Station Certificate with the appropriate rating); or

(b) For Class III products intended for Commercial Air Transport, the FAA Form 8130-3 must be issued by a FAA part 145 Repair Station that also holds a JAR 145 acceptance.

APPENDIX I: AIRCRAFT TYPE ACCEPTANCE

I.1 An application for type acceptance must be presented to CAA-N. For a new aircraft, the U.S. applicant should be the manufacturer or the holder of the type certificate.

I.2 The application and the documents listed in paragraphs a-h below should be sent through the U.S applicant's local FAA Aircraft Certification Office to:

Civil Aviation Authority - Norway
Luftfartstilsynet
Airworthiness Section
P.O. Box 8050 Dep.
NO-0031 Oslo NORWAY
Tel/Fax: +47 32 31 78 93 / 23 31 79 95

- a) Type Certificate Data Sheets, if not already published.
- b) Approved Flight Manual with supplements (including Master Minimum Equipment List (MMEL) and Configuration Deviation List (CDL) if applicable).
- c) Operating Manual, Owner's Manual, etc., if not combined with the Approved Flight Manual.
- d) All technical data to ensure design and continuous airworthiness, including but not limited to Maintenance Review Board (MRB) including Certification Maintenance Requirements (CMR), Maintenance Planning Document (MPD), Illustrated Parts Catalogue (IPC) and Structural Integrity Program (SIP).
- e) A record of applicable Airworthiness Directives and a record of applicable Service Bulletins, if available, as part of the aircraft records retained in accordance with 14 CFR § 91.417(b)(1).
- f) Data showing that the aircraft type is in compliance with BSL B 2-2 "Environmental Regulations." See paragraph 2.3 above.
- g) Manufacturer's agreement to provide CAA-N, without charge, one copy of all technical and operational manuals and other important service information that will be provided to the aircraft owner/operator.
- h) Any other certification documentation deemed necessary to provide sufficient familiarization with the product, as requested by CAA-N through the FAA.

I.3 In addition to the documents required by paragraphs a-h above, a familiarization course or training on the type of aircraft for which a type acceptance certificate is requested, shall be made available to CAA inspector(s).

ISLAMIC REPUBLIC OF PAKISTAN - SPECIAL REQUIREMENTS

(Revised - September 15, 1996)

REQUIREMENT FOR IMPORTATION OF AIRCRAFT AND ASSOCIATED STORES**1. GENERAL.**

1.1 These requirements apply to the importation of new and used aircraft into Pakistan. Aircraft already operating in this country on foreign registration which are to be transferred to the Pakistan Civil Aircraft Register are to be treated as imported in Pakistan.

1.2 The importer must provide to the Airworthiness Division full specification of the aircraft including detailed description with makers and part numbers of the Avionic equipment and other major components fitted and of the instrument panel lay-out of the aircraft. It is suggested that the prospective importer provides this information BEFORE ordering or purchasing the aircraft since modifications to the aircraft and/or its installed equipment may be required prior to issue of a Pakistan Certificate of Airworthiness.

1.3 Application for the grant of Certificate of Registration should be made well in advance to the DG CAA, Karachi on form CAA-054 together with the receipt showing that the prescribed fee has been deposited in the account of the CAA in the Habib Bank Limited, 19-Liaquat Barracks, Karachi for credit to CAA Collection Account No. 1.

1.4 If the aircraft is already on the register of another country, the importer is required to arrange with the Airworthiness Authorities on whose register the aircraft is currently borne to advise the DG CAA by telex, cable or by letter of the deletion of the aircraft from their register. No registration in Pakistan is possible until such confirmation is received addressed to the DG CAA, Karachi, Pakistan.

2. DOCUMENTATION.

2.1 The following documents are required before a Certificate of Registration is issued:

2.1.1 No Objection Certificate (NOC) from the Air Transport Branch of HQ CAA.

2.1.2 Copy of Import Permit from Government of Pakistan.

2.1.3 Customs clearance documents.

2.1.4 De-registration certificate from the country of previous registration.

2.2 Application for the grant of Certificate of Airworthiness must be made on form CAA-053 to the CAA together with a receipt of the appropriate fee. If there is no current foreign Certificate of Airworthiness in respect of the aircraft, an adequate explanation must be given along with the application.

2.3 The following documents must be provided to the Airworthiness Division before Certificate of Airworthiness can be issued:

2.3.1 The existing Certificate of Airworthiness and/or the Certificate of Airworthiness for export.

2.3.2 Two copies of the Flight Manual issued for that type of aircraft.

2.3.3 Two sets of Maintenance, Overhaul, Repair and Operation Manuals in respect of the aircraft, engines, propellers and installed Avionic equipment, along with a written confirmation from the manufacturers thereof that amendments, revisions, on new issue will be supplied to the CAA as soon as they are issued.

2.3.4 A complete set of Service Bulletins, Service Instructions, Service Letters, modification bulletins and any other technical data of a similar nature in respect of the aircraft, engines, propellers and/or installed equipment and a supply written confirmation from the relevant manufacturers that amendments, revisions and new issues will be supplied to CAA as soon as they are issued.

2.3.5 Weight and Balance report and equipment list for the particular aircraft.

2.3.6 The Manufacturer's flight test report for that particular aircraft.

2.3.7 The airframe, engine and propeller log books, if such are in existence, for scrutiny.

2.3.8 A statement of the modification status and Airworthiness Directives embodiment pertaining to the airframe, engines, propellers and installed Avionic equipment.

2.3.9 Copy of the Master Minimum Equipment List (MMEL) as issued by country of manufacture of aircraft.

2.3.10 Such other technical records as may be required by the Airworthiness Division.

2.4 The documents and informations required by Airworthiness Division are to be provided at no charge of any nature to the CAA. In case aircraft of the same type are already on the register of Pakistan, the Airworthiness Division may at its discretion waive the requirement for any of the above documents as it may deem fit.

2.5 Prior to the issuance of a Pakistan Certificate of Airworthiness, the importer may be required to submit the aircraft opened up for inspection, as directed, for survey by the CAA Airworthiness Surveyors and to carry out any work called for. To avoid possible prolonged grounding of aircraft, it is necessary that this inspection be carried out at the manufacturer's or operator's facility where the aircraft is purchased, unless otherwise directed by the Airworthiness Division. For this purpose, the importer will bear all the costs in connection with travel and stay of the CAA Surveyors abroad. Additionally, the training of two surveyors, at the cost of operator, may be required in case of new aircraft import.

3. AIRCRAFT PARTS.

(a) Class I Products.

(i) FAA Export Certificate of Airworthiness
(FAA Form 8130-4).

(ii) Compliance with 14 CFR part 21, (Subpart L).

(b) Class II and Class III Products.

(i) FAA Airworthiness Approval Tag (FAA Form 8130-3).

(ii) Compliance with 14 CFR part 21, (Subpart L).

4. However FAA Form 8130-4 for the above products issued under [[14 CFR part 183]] by [[a]] Designated Manufacture Inspection Representative (DMIR) will only be acceptable if a copy of FAA's authorization for the respective DMIR is provided along with the export documents.

REPUBLIC OF PANAMA - SPECIAL REQUIREMENTS

(August 7, 1987)

1. GENERAL.

a. In order to be eligible for certification by the Panama Government the following documents and data shall be submitted to the Direccion de Aeronautica Civil.

(1) Class I aeronautical products must be covered by Export Certificates of Airworthiness as provided for in Part 21 of the United States Federal Aviation Regulations. Complete aircraft, new or used, will require the following documents:

- (i) Export Certificate of Airworthiness, FAA Form 8130-4.
- (ii) FAA Approved Airplane Flight Manual and Weight and Balance Report with Equipment List.
- (iii) Aircraft and Powerplant(s) Logbooks, and when applicable, propeller logbooks with certified annual inspection (large aircraft will require annual inspection certified by an FAA approved repair station).
- (iv) Major Repair and Alteration, FAA Form 337, if repairs and/or alterations have been accomplished on the exported aircraft.
- (v) A certified statement that all the airworthiness directives or changes prescribed by the FAA are up-to-date on the exported aircraft.
- (vi) A bill of sale notarized by a Panamanian Consul or by one of a friendly nation.

(2) Class II and Class III products shall be exported in accordance with the provisions prescribed in Part 21 of the United States Federal Aviation Regulations.

REPUBLIC OF THE PHILIPPINES - SPECIAL REQUIREMENTS

(Revised - August 10, 1995)

1. INTRODUCTION:

Effective immediately in the interest of aviation safety, pursuant to the provisions of Sec. 32, Par. 6 & 9 of the Republic Act 776, An aircraft or Class I product are eligible to be imported into the Republic of the Philippines if an Aircraft Type Certificate and Noise Type Certificate have been Revalidated by this office. Likewise Class II and III products must also comply with the applicable civil air regulations established or adopted by the Air Transportation Office.

2. HOW TO OBTAIN A PHILIPPINE REVALIDATED AIRCRAFT TYPE CERTIFICATE AND NOISE TYPE CERTIFICATE:**2.1 APPLICANT**

The applicant for a Philippine Revalidated Aircraft Type Certificate and Noise Type Certificate must be the manufacturer or, where applicable, the Type Certificate Holder.

In some special cases it may be possible to accept an application for an Aircraft Type Certificate and Noise Type Certificate Revalidation from a person or aircraft owner/operator who is not the manufacturer or type certificate holder, provided the applicant furnishes proof that he has been duly authorized by the manufacturer or the type certificate-holder and is capable to assume complete responsibility for the Class I product of continuing airworthiness in compliance to ATO airworthiness standards and ICAO Annex 8.

2.2 COMPETENT AUTHORITY AND PROCEDURE

2.2.1 The application for the Revalidation of Aircraft Type Certificate & Noise Type Certificate and any documents the Air Transportation Office may require as provided in para. 2.4 shall be forwarded to:

Chief, Aviation Safety Division
Air Transportation Office
NAIA, 1300 Pasay City, M.M.
Philippines
Tel. No.: (DL) 833-33-62
(TL) 832-19-61 Loc. 3252/3253
Fax No.: 891-64-02
AFTN: AFTN RPMMYAYX

THRU: Chief, Aircraft Engineering Section

2.2.2 The Aircraft Engineering Section, Aviation Safety Division will acknowledge receipt of the application and establish the procedure, including:

- (A) definition of the certification basis (see para. 2.3);
- (B) details on information and data required in addition to the documents listed under para 2.4;
- (C) date and place of the ATO Aeronautical Engineer visit to the appropriate Civil Aviation Authorities and the manufacturer's facilities;

(D) date and place of the certification test flight to be participated and monitored by an ATO Aeronautical Engineer.

2.3 CERTIFICATION BASIS

2.3.1 The basis of the ATO Revalidation of Aircraft Type Certificate and Noise Type Certificate will be the applicable civil air regulations requirements established or adopted by the government of the Republic of the Philippines. The Assistant Secretary (ASSEC) may grant exemptions, if the level of safety is not impaired.

2.4 REQUIRED DOCUMENTS

2.4.1 For the issuance of a Revalidated Type Certificate and Noise Type Certificate for a first of a model aircraft or Class I product, the following must be submitted:

- (A) Authenticated Type Certificate;
- (B) Authenticated Type Certificate Data Sheet;
- (C) Authenticated Supplemental Type Certificate if applicable;
- (D) General description of aircraft including its design philosophy and three view drawings;
- (E) Manufacturer's compliance checklist on aircraft, engine, and or propeller based on the selected applicable requirements;
- (F) Master Minimum Equipment List;
- (G) Weight and Balance Program;
- (H) Production test flight report;
- (I) Compliance report to any applicable airworthiness directive and service bulletin;
- (J) Service Publications;
- (K) Manuals:
 - a. Flight Manual.
 - b. Owner's/Pilot Manual.
 - c. Aircraft Maintenance Manuals.
 - d. Structural Repair Manual.
 - e. Aircraft Weight and Balance Manual.
 - f. Wiring Diagram.

- g.** Illustrated Parts Catalog.

- h.** Assembly & rigging instruction if aircraft is to be assembled in the Philippines.

2.5 PRIVILEGES

The holder of a revalidated aircraft type certificate and noise type certificate for Class I product may:

- (A) be eligible for importation into the Republic of the Philippines;
- (B) obtain Philippine airworthiness certificate and aircraft registration, if desired.

2.6 DURATION

A revalidated aircraft type certificate and noise type certificate is effective unless sooner surrendered, suspended, revoked, or otherwise terminated by the ASSEC.

3. HOW TO OBTAIN AN ATO PRODUCT APPROVAL FOR CLASS II AND III:

3.1 APPLICANT

The applicant for ATO approval of Class II and III products must be the manufacturer or his duly authorized representative.

3.2 COMPETENT AUTHORITY AND PROCEDURE

3.2.1 The application for ATO Approval for Class II and III product shall be made thru letter address to, see para. 2.2.1.

3.2.2 The Aircraft Engineering Section (AS-5), Aviation Safety Division will acknowledge receipt of the application and inform the applicant of any additional requirements found necessary to ensure an acceptable level of safety. Further, the AS-5 will advise the date and place of a technical visit by an ATO Aeronautical Engineer of the manufacturing facilities.

3.2.3 Prior to installation, any approved Class II & III product must be inspected by an ATO Aeronautical Engineer.

3.3 REQUIRED DOCUMENTS

The following documentation must be submitted:

- (A) Parts Manufacturer Approval or Technical Standard Order whichever is applicable;
- (B) Test reports showing that product design meets the applicable airworthiness requirements;
- (C) If the product was manufactured other than the designer, a proof of agreement must be presented;
- (D) Technical drawings and applicable instructions.

3.4 DURATION

The ATO Product Approval for Class II and III is effective unless sooner surrendered, suspended, revoked, or otherwise terminated by order of the ASSEC.

3.5 ELIGIBILITY

Only an ATO approved product for Class II and III is eligible for installation on certificated Philippine civil registered aircraft.

All orders and/or memoranda that maybe in conflict herewith are hereby rescinded.

For strict compliance and guidance.

REPUBLIC OF PORTUGAL - SPECIAL REQUIREMENTS

(October 18, 1994)

1.0 INTRODUCTION

1.1. This document specifies the special requirements and conditions to be satisfied for the certification and use in Portugal of aeronautical products of United States origin imported from the United States.

1.2 The aircraft registration and certification is under the responsibility of the Direcção-Geral da Aviação Civil (DGAC); correspondence should be addressed to:

Direcção-Geral da Aviação Civil
Direcção dos Serviços de Aeronaves
Rua B - Edifício 6
Aeroporto de Lisboa
1700 Lisboa
PORTUGAL

Cable Address: AEROCIVIL LISBOA
Telex: 12120 AERCIV P
Fax: 351 1 8473585
Phones: 351 1 8488151 - 8488152 - 8488153 - 8488154

2.0 ELIGIBILITY

2.1 Aircraft or any other Class I products, to be eligible for registration and airworthiness certification by the DGAC, must be eligible for certification in the United States "Standard" and should be covered by Export Certificate of Airworthiness - FAA Form 8130-4
- in accordance with Part 21 of the United States Federal Aviation Regulations and should comply with the requirements contained in paragraphs 3.0 and 4.0.

2.2 Aircraft or other Class I products eligible for certification in the United States "Restricted", "Limited" or "Experimental" classification, may be exported to the Republic of Portugal, only if a prior and specific approval of DGAC is obtained.

2.3 Class II and Class III products to be eligible for export to the Republic of Portugal must comply with the applicable provisions of Part 21, Subpart L, of United States Federal Aviation Regulations.

3.0 REQUIRED DOCUMENTS AND DATA

3.1 For Type Certification

An application letter for the validation of Type Certificate shall be completed by the United States manufacturer of the concerned aircraft or when applicable by the United States Type Certificate Holder who must prove that he has been duly authorized and he is capable to assume complete responsibility for the product in regard of continuing airworthiness.

The application shall be accompanied by the following documents and data:

3.1.1. Aircraft

3.1.1.1 FAA Type Certificate.

3.1.1.2 The latest issue of the FAA Type Certificate Data Sheet.

3.1.1.3 Compliance check list with the certification basis indicating for each item of the requirements how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.).

3.1.1.4 A copy of the type flight test report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes and atmospheric conditions. Performance figures contained in, or furnished with the type flight test report, must be corrected to standard atmospheric conditions and a statement to this effect shall be made as part of the report. Established operational limitations, speeds and approved loads shall be indicated.

3.1.1.5 A type record of stress analysis summary showing, for all members of the primary structure, their design loads, dimensions, materials, strength and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests. If the aircraft has been approved for ditching, appropriate substantial data shall be submitted.

3.1.1.6 The set of all FAA Special Conditions, equivalent safety items and exemptions from the airworthiness requirements.

3.1.1.7 Two copies of the FAA Approved Flight Manual.

3.1.1.8 Final definition of Type design.

3.1.1.9 Maintenance Manual Chapter 5.

3.1.1.10 Specification for Cabin Furnishing Equipment and arrangement.

3.1.1.11 Maintenance Review Board.

3.1.1.12 Certification Maintenance Requirements.

3.1.1.13 Aircraft Equipment List.

3.1.1.14 Electrical Load Analysis.

3.1.1.15 If the aircraft is certified in the restricted category:

In addition to the above referred information the following is also required:

A statement by the Federal Aviation Administration describing the manner in which the aircraft has been modified from the "standard category" configuration to make it suitable for "special purpose" operation.

A statement indicating part of the Federal Aviation Regulations, the FAA Aircraft Specifications or Type Certificate Data Sheet under which the aircraft have been eligible for type certification in the “standard category” except for those special proposal modifications accomplished by the manufacturer and which are approved by the Federal Aviation Administration.

3.1.2 For Engine/Propellers Certification

- 3.1.2.1 FAA Type Certificate.
- 3.1.2.2 The latest issue of the FAA Type Certificate Data Sheet.
- 3.1.2.3 Compliance check list with certification basis, indicating for each item of the requirements how it was complied with (by test, analysis, calculation, design provisions, etc.) and title and number of the corresponding substantiation document (report, drawing, specification, etc.).
- 3.1.2.4 The set of all FAA Special Conditions, equivalent safety items and exemptions for the airworthiness requirements.
- 3.1.2.5 Operating Manual.
- 3.1.2.6 Listing of Service Life for critical parts subject to fatigue.

3.2 Certificate of Airworthiness Issuance

3.2.1 Documentation

For the issuance of individual aircraft Certificate of Airworthiness of a particular type or model exported to Portugal, the following documentation must be furnished:

3.2.1.1 Manuals

Flight Manual	2 copies
Operations Manual	2
Master Minimum Equipment List	2
Check List Abnormal Emergency	2
Maintenance Manual	1
Wiring Diagram	1
Weight and Balance Manual	1
Structural Repair	1
Technical Specification	1
Maintenance Planning Document	1
IPC	1
Set of Service Bulletins and Service Letters or equivalent documents	1
Trouble Shooting Manual	1
Tool and Equipment Manual	1
Airplane Characteristics Airport Planning	1
Component Documentation Status	1
Engine Maintenance Manual	1

Engine IPC	1
Set of Engine Service Bulletins and Service Letters or equivalent documents	1
Propellers Maintenance Manual	1
Propellers IPC	1
Set of Propellers Service Bulletins and Service Letters or equivalent documents	1
APU Inspection/Repair Manual	1
APU IPC	1
Set of APU Service Bulletins and Service Letters or equivalent documents	1

Any other documentation when specifically asked for.

A statement by an authorized representative of the manufacturer to the effect that all pertinent information, Service Bulletins and revisions and up-dates for the above specified data, will be automatically distributed to the Directorate-General of Civil Aviation is required.

Microfilme/microfiche documentation is acceptable.

These Manuals are requested for the first airplane of each model only.

3.2.1.2 Aircraft Records

New Aircraft

- Airworthiness Certificate for Export
- Statement of Conformity for Radio Installation
- Individual Noise Certificate
- Certificate of Non-Registration
- Production Aircraft Conformity Certificate
- Aircraft Definition(List of Modifications
in addition to the Type Design)
- Compliance statement that all applicable
aircraft, engines, propellers and appliances
Airworthiness Directives are satisfied
- Weighing Report
- Aircraft Inspection Report containing:
- Acceptance Sheet
- List of constituent assemblies
- Conformity of the aircraft to the modification
standard including customer options
- List of Equipment

- List of recordable concessions
- System ground testing
- Interior arrangement drawings
- Engine/Propellers records
- Fuel Quantity Gauging System Check
- One copy of the production flight Test Report for the aircraft involved, including a copy of the flight Test Check List utilized when the testing the aircraft.
- Time and Cycle Log Aircraft, engine, APU
- APU Records
- Compass Swing Chart

Used Aircraft

In addition to the above referred information the following is also required for used aircraft:

- The maintenance program to which these aircraft have previously been maintained including previous check cycle and future check cycle.
- Component overhaul life summary, including details of remaining service life and modifications standards.
- Component and structure retirement life summary when applicable including details of remaining service life.
- Compliance with structural inspection program.
- This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.
- A complete History of the aircraft, engines, components and equipment, including summary of maintenance, repairs and alterations performed during the aircraft life.
- Details of all changes of major structural components such as wings, tailplanes, helicopter rotor or transmission components and data of the replacing components.
- Details of major structural repairs including the nature of damage in each case.
- For each used aircraft, DGAC will establish on the basis of the maintenance records, and after inspection of the aircraft, the phase in on DGAC approved maintenance schedule that must be followed and the additional maintenance to be performed if necessary.

3.2.2 Training Courses

It is required by this Directorate General of Civil Aviation that their Inspectors attend the following manufacturer's training courses:

-Airframe and Power Plant	2
-Engine Maintenance Courses	2
-Avionics Course	1
-Pilot's Course	2

-These courses are requested for the first Airplane of each model only.

3.3 Appliances - General

For the purpose of this procedure, "appliance" has the meaning assigned to it in FAR Part 1 and includes associated replacement parts.

The DGAC will accept that an appliance has those characteristics vouched for or a FAA Airworthiness Approval TAG (FAA Form 8130-3). The following procedures provide acceptable alternative means of compliance for appliances other than radio navigation equipment:

The appliance has been accepted by the FAA as complying with the applicable Technical Standard Order or,

The appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of applicant's specifications.

An FAA Airworthiness Approval Tag must be supplied with all appliances. The provisions of this paragraph are not applicable to standard parts (such as nuts and bolts) conforming to established industry or government specifications, e.g. Standard Aircraft Equipment (SAE), and Military Specifications (MIL.Spec.).

In all instances, suppliers must certify on the face of their invoice, that the product involved was manufactured under one or more of the preceeding procedures: i.e., FAA PC N°. _; FAA-APIS letter dated _; FAA-PMA letter dated _; TSO N°. _; MIL Spec. _; other Government or Industry Specifications _.

3.4 Radio Equipment

Radio equipment must be approved by FAA and comply with TSO/FAA TC specifications. When a radio equipment is exported to Portugal for the first time, one copy of the following material shall be furnished:

-FCC Grant of Certification.

-The manufacturer's statement of conformance submitted to FAA.

- The letter of acceptance issued by FAA.
- The technical manuals and bulletins (Service Bulletins, etc.).
- A FAA Airworthiness Approval Tag must be supplied with the equipment.

4.0 SPECIAL TECHNICAL REQUIREMENTS

4.1 Noise Limits

An aircraft will be eligible for Type Certification only if it complies with the noise standards of ICAO Annex 16, Volume I, Second edition (1988). The following material shall be furnished in addition to the referred in paragraph 3.1.

4.1.1 Certified maximum noise levels and their 90 percent confidence limits in accordance with the applicable chapters and appendix of the ICAO, Annex 16, Volume I, second edition (1988).

4.1.2 Description of noise measuring and analyzing procedures including correction methods which should include the following items:

A measured and corrected sound pressure levels presented in one-third octave band levels obtained with equipment conforming to the standards described in applicable chapters of the ICAO Annex 16, second edition.

The type of equipment used for measurement and analysis of all acoustic aeroplane performance and meteorological data.

4.1.3 The following atmospheric environmental data, measured immediately before, after or during each test at observation points prescribed in applicable chapters and appendices of the ICAO, Annex 16, second edition:

Air temperature and relative humidity.
Maximum, minimum and average wind velocities.
Atmospheric pressure.

4.1.4 Comments of local topography, ground cover and other events that might interfere with sound recordings.

4.1.5 The following aeroplane information:

Type, model and serial number (if any) of the aeroplane and engines.

Gross dimensions of the aeroplane and location of engines.

Aeroplane gross weight for each test run.

Aeroplane configuration such as flap and landing gear positions.

Airspeed in knots.

Engine performance in terms of net thrust, engine pressure ratios jet exhaust temperatures and fan or compressor shaft rotational speeds as determined from aeroplane instruments and manufacturer's data.

Aeroplane height above ground determined by a method independent of cockpit instrumentation such as radar tracking, theodolite triangulation or photographic scaling techniques approved by the certification authorities.

4.1.6 Aeroplane speed and position and engine performance parameters recorded at an approved sampling rate sufficient to correct to the noise certification reference conditions and synchronized with the noise measurement.

4.1.7 Lateral position relative to the extended center line of the runway, configuration and gross weight.

4.1.8 Description of such noise measuring and analyzing procedures including correction methods that differ from or are not specified in the ICAO, Annex 16, Volume I, second edition (1988), (if any).

4.1.9 Description and analysis of the sources of possible errors which may exist in the final values of EPNL.

4.1.10 Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards.

4.2 Radio Communication and Navigation Equipment

VHF radio-communication equipment must be compatible for use with 25 khz spacing between channels.

VHF radio-navigation equipment must be compatible for use with 50 khz spacing between VOR and LOC channels and 150 khz between associated glide slope channels. Communication and navigation antennas are to be distinct. VOR/LOC and glide slope antennas are to be distinct.

4.3 Flight Instruments

Air speed indicators must show airspeed in knots only.

Altimeters must be of the sensitive type showing altitude in feet with adjustable setting in millibar (hPa) scale.

4.4 Safety Placards

All cabin safety placards and location placards of safety equipment must be bilingual (Portuguese and English) or pictograms.

4.5 Emergency Exits

4.5.1 The indicating marks for all Type II and larger passenger emergency exits unlocking handle motions should conform the general shapes and dimensions indicated in JAR25 ACJ 25.811 (e)(4).

4.5.2 The access to emergency exits Type III and IV shall comply at least with identical requirements of U.K. CAA Airworthiness Notice N°. 79, Issue 3. DGAC may authorize deviations from the requirements in configurations involving two adjacent exits of each side of the fuselage. Alternative measures such as the positioning of a cabin crew member in the overwing exit area are acceptable as long as they lead to an equivalent safety standard.

4.6 Registration Marks

The registration marks shall be affixed in accordance with ICAO Annex 7.

4.7 Records

For transport category the installation of a Flight Data Record and Cockpit Voice Record is required, according to ICAO Annex 6, Part I.

4.8 Ground Proximity Warning System

For transport category the installation of GPWS is required, according to ICAO Annex 6, Part I.

4.9 Oxygen and Protective Breathing Equipment

For transport category the installation of Protective Breathing Equipment, supplemental oxygen and therapeutic oxygen is required, according to ECAC REMSA/6-WP/2, Appendix 1 (Updating of ECAC Doc.18).

4.10 Emergency and Safety Equipment

For transport category the installation of the emergency and safety equipment is required, according to ECAC Doc.18 (Joint Requirements for Emergency and Safety Airborne Equipment Training and Procedures).

4.11 S.S.R. Mode "S"

Installation of S.S.R. mode "S" is required, according to ICAO Annex 10.

4.12 Cabin Interior's Layout

For transport category cabin interior's layout of each aircraft must be approved by D.G.A.C.

4.13 AFAA and MMEL

For transport category AFAA and MMEL previous approvals are required.

4.14 Operations in MNPS Airspace

The installation of navigation equipment that complies with minimum navigation specifications prescribed in ICAO Doc. 7030, in the form of Regional Supplementary Procedures is required for operations in MNPS Airspace.

4.15 ETOP's

Etop's requirements according to FAA AC 120-42A.

5.0 EXPORT - FLYAWAY AIRCRAFT

An aircraft being exported to Portugal via flyaway, without U.S. nationality and registration marks, should display Portuguese nationality and registration marks and should carry the following documents on the delivery flight:

Special Flight Permit for the delivery flight.

U.S. Certificate of Airworthiness for Export-FAA Form 8130-4.

FAA Approved Flight Manual.

Portuguese Radio License or a letter of authority to cover the use of radio, valid for the delivery flight, for the radio equipment installed on the aircraft.

Such other documents as may be essential for the safe operation of the aircraft.

The aircraft will be subject to a physical condition survey and review of the associated records to the satisfaction of the DGAC before the issue of a special Flight Permit is considered. It will be the responsibility of the Portuguese operator to ensure that the necessary flight documents are installed and carried in the aircraft during the delivery flight.

ROMANIA - SPECIAL REQUIREMENTS

(New - April 10, 1996)

I. GENERAL REQUIREMENTS**A. DESIGN REQUIREMENTS****(a) Equipment**

1. Minimum Equipment Installation : According to ICAO Annex 6;
2. Pilot and Copilot altimeter : Barometric correction scale in hPa (mb);
3. Basic fuel system quantity indication : Metric;
4. Radioactive and dangerous materials : Parts and units containing these materials:
 - (a) have to be placarded;
 - (b) MM information required.

(b) Marking/Placards

1. Registration Marks : According to ICAO Annex 7;
2. Fireproof Identification Plate : According to JAR 21 par 803 (a), respectively :
 - Manufacturer's name;
 - Model designation;
 - Manufacturer's Serial number;
 - Nationality and Registration Marks
3. Placards :
 - Crew station : English language;
 - Passenger cabin : English and Romanian language; standardized symbols (pictograms) may be used;
 - Outside placards : English and Romanian language.

NOTE: Details and eventual exceptions will be submitted by separate mail.

4. Flag of Romania : According to R.C.A.A. approved marking-decorative exterior drawing.

B. ADMINISTRATIVE REQUIREMENTS**(a) Environmental**

1. External Noise:
Aircraft noise level must comply with ICAO Annex 16, Part 1, latest Revision; noise test report must be submitted.
2. Engine Emission:
Engine emission level must comply with ICAO Annex 16, Part 2 for Turbojet.

(b) Equipment

1. Engine:
Separate application for T.C. or validation of engine type certificate should be filled.
The Romanian Type Certificate for engine must be issued before/once with the Romanian Type Certificate for the aircraft.
2. Avionic Equipment Certification:
Avionic Equipment must comply with applicable TSO; maintenance/installation manuals must be submitted.
3. Flight Data Recorder and Cockpit Voice Recorder:
According to ICAO Annex 6.
4. Survival and Emergency Equipment:
According to ICAO Annex 6, completed with:
 - R.C.A.A. Operational Directive on Safety of Air Transport Operation No. 01-06-96/1996 "Romanian requirements regarding the medical supplies to be carried on board of civil aircraft registered in Romania, authorized to carry passengers and cargo".
 - R.C.A.A. Operational Directive on Safety of Air Transport Operation No. 04-07-96/1996 "Romanian requirements regarding first aid oxygen supplies to be carried on board of civil aircraft registered in Romania, authorized to carry passengers".

(c) Operation

1. Takeoff and Landing on wet and contaminated runways : AFM Supplement must be available.
2. Emergency Evacuation Demonstration : Test reports must be submitted.
3. Ditching : Flotation time and trim test/analysis reports must be submitted.

(d) Aircraft Documentation/Manuals

The following documentation/manuals should be submitted to R.C.A.A. :

1. T.C. Documents :
 - Type Certificate and Type Certificate Data Sheet of the manufacturing country for airplane, engine, APU;
 - Compliance Checklist for airplane, engine, APU;
 - Installation Manuals for engine, APU;
 - Test and technical reports, drawn up by the Manufacturer with the view of the Type Certification in the country of origin, which were selected by the R.C.A.A. for the Romanian type certification database.
2. Operation Documents :
 - Airplane Flight Manual (AFM);
 - Flight Crew Operation Manual (FCOM);
 - Weight and Balance Manual;
 - Quick Reference Handbook (QRH);
 - Master Minimum Equipment List (MMEL).

3. Maintenance Documents :
- Maintenance Requirements Manual, including MRB;
 - Maintenance Planning Guide or approved Maintenance Schedule;
 - Full set of Maintenance Manuals, including engine and APU;
 - Technical Publications (SB, SL etc.);
 - Wiring diagram manual;
 - Illustrated Parts Catalogues;
 - NDT - Manual;
 - Structural Repair Manual.

NOTE: (a) All these technical publications including revision service for the time of operation must be granted by the applicant to R.C.A.A. free of charge.

(b) Documentation listed at para. B(d)1 above should be submitted to R.C.A.A. if the aircraft type concerned is to be certificated for the first time in Romania.

4. Individual A/C Delivery Documentation : R.C.A.A. Checklist will be issued later.

(e) **TA/STC Approved Optional Equipment selected by the Romanian operator:**
Approval by the R.C.A.A. of Optional Equipment selected by the Romanian operator is to be made by validation of TA/STC issued by the original civil aviation authority for this equipment.

(f) **Training:**
Before delivery of the first airplane to Romania, two flight inspectors and two airworthiness inspectors (one for airframe and one for electronic/avionic systems) for the annual inspection have to be trained, on expenses of the applicant.

II. SPECIFIC REQUIREMENTS

Will be established after the receipt and review of the CUSTOMIZED SPECIFICATION (in draft).

RUSSIAN FEDERATION - SPECIAL REQUIREMENTS

(Revised - September 2, 1998)

1. INTRODUCTION.

This document prescribes special requirements for airworthiness acceptance of aeronautical products imported to Russia from the United States of America, which are based on the Agreement for Promotion of Aviation Safety signed between the Government of the [[United States of America]] (USA) and the Government of [[the]] Russian Federation on September 02, 1998.

2. RUSSIAN AIRWORTHINESS AUTHORITIES.

Flight safety in civil aviation in the Russian Federation is supervised by [[the]] following organizations:

2.1. The Aviation Register of the Interstate Aviation Committee (IAC AR) is responsible for Type Design approvals, initial airworthiness certification of produced aircraft examples, production certification and for all issues related to production surveillance and continued airworthiness of aircraft type design.

2.2. The Federal Aviation Authority of Russia (FAAR) is responsible for issues related to continuing in-service airworthiness of aircraft operated in the Russian Federation.

IAC AR Address
Aviation Register
Interstate Aviation Committee
7, Krjijjanovsky st. bld 1
Moscow 117875
Russia
Tel. (7 095) 129-6155
Fax (7 095) 125-5195

FAAR Address
Federal Aviation Authority of Russia
37, Leningradsky prosp. A-167
Moscow 125863
Russia
Tel. (7 095) 155-5204
Fax (7 095) 155-5535

3. DESIGN APPROVAL PROCEDURES FOR RUSSIAN TYPE CERTIFICATES.

3.1. Application for Russian Type Certificate.

3.1.1. An application for Russian Type Certificate, in accordance with Russian Regulation AP 21, paragraph 4.7.4, from and applicant in the USA, should be sent to the geographically responsible FAA Aircraft Certification Office (ACO) which will forward the application with FAA cover letter to the IAC AR.

3.1.2. The ACO should ensure the application has the following information:

3.1.2.1. An FAA statement that the applicant is a holder/applicant for a U.S. type certificate for the product for which the IAC AR certification is requested.

3.1.2.2. If the applicant already holds a U.S. type certificate, then the following documents should be submitted in the application package:

- a copy of the FAA type certificate;
- a copy of the type certificate data sheet (includes the FAA certification basis);

- copies of special conditions, equivalent level of safety findings and exemptions;
- the FAA - approved Aircraft Flight Manual;
- a product description (e.g. detailed specifications, including any novel or unusual design features);
- procedures required for safe operation of the aircraft (e.g. Instructions for Continued Airworthiness).

3.1.2.3. If the applicant does not yet hold a U.S. Type certificate for the product model, the application should include:

- a definition of the national airworthiness and environmental standards upon which the FAA design approval is to be based, and the Russian airworthiness and environmental standards the FAA believes to be satisfied by its own standards;
- a description of any novel or unusual design features known to the applicant or the FAA at the time of application which might necessitate issuance of IAC AR special technical conditions under AP 21, paragraph 3.4, or which might require a special review or acceptable means of compliance;

3.1.2.4. A planning date for IAC AR type certification;

3.1.2.5. Any information available on Russian market potential, including particular customers.

3.2. Familiarization Meeting.

3.2.1. AR will notify the geographically responsible FAA ACO in writing at least 45 days prior to any familiarization meeting. As part [[of]] its notification the AR will identify any special requirements related to the specific aeronautical product which must be addressed by FAA and the U.S. applicant, e.g. certification review items. The FAA ACO will acknowledge AR's notification and advise AR whether it is able to support an AR validation team during the requested period.

3.2.2. The FAA will arrange this familiarization meeting between the FAA, AR and the applicant to discuss the validation program, the domestic U.S. certification basis, and any novel or unusual feature of the product.

3.2.3. At this meeting the AR will work to establish the Russian type certification basis and the means of compliance for the product under application by determining the Russian airworthiness and environmental standards that would be applied to a similar product if it were to be produced in the Russian Federation.

3.2.4. As part of the familiarization meeting, the AR will require the applicant to provide information about its production facility. The AR may visit the applicant's production facility if deemed necessary.

3.3. Establishment of Russian Certification Basis.

3.3.1. The AR will establish the Russian type certification basis to ensure that the highest practicable degree of safety in the public interest is achieved by the product being certificated at any given time. The AR will establish the Russian type certification basis in accordance with AP 21 paragraph 3.6, 4.7, utilizing the applicable airworthiness and environmental standards which are set

out in Russian Aviation Regulations 21, 23, 25, 29, 33, ICAO Annex 16 Volume 1 (or AP 34), 35 and 36 respectively. The AR will start with the applicable airworthiness standards in effect at the time the application was made to the FAA for a domestic TC. In order to establish the highest practicable level of safety for the product, the AR will assess the service history of that product, product of similar type, and current airworthiness standards. Regulatory and design changes that have occurred since the date of application will be considered when establishing the Russian certification basis.

3.3.2. In some instances to provide the safety level required, the AR may impose additional requirements based on regulatory differences between the U.S. and Russian airworthiness standards and aircraft service experience in the Russian Federation.

3.3.3. The AR will review any novel and unusual design features for development of special conditions. The AR will work closely with the FAA in the development of special conditions and exemptions providing both the FAA and the applicant the opportunity to coordinate on the proposed special conditions. Such coordination will allow the AR to benefit from the technical expertise of the FAA and, if requested by the AR, the FAA is in a position to make a proper finding of compliance.

3.3.4. The regulatory basis for compliance to environmental requirements (ICAO Annex 16, Volume 1 (or AP 34)) and AP 36 is the effective amendment on the date of AR certification. An applicant for a TC must show that the aircraft meets the applicable airworthiness standards, special conditions, fuel venting and exhaust emission standards of ICAO Annex 16, Volume 1 (or AP 34) and the noise standards of AP 36.

3.4. Agreement of Certification Criteria.

The FAA should review the AR's proposed Russian type certification basis and notify the AR of the proposed means of compliance. If the FAA chooses to use its domestic airworthiness and environmental standards, the AR will start the process of developing additional technical conditions such that the Russian type certification basis can be met. The AR will coordinate with the FAA in the development of additional technical conditions to allow the AR to benefit from the technical expertise of the FAA and, if requested by the AR, the FAA is in position to make a proper determination of compliance.

3.5. Environmental Testing and Approval Procedures.

The AR will make findings of compliance to the environmental requirements based upon the FAA witnessed tests, conducted in accordance with 14 CFR Part 34 and 36 and with FAA approved test plans, and based upon FAA review and approval of all data and compliance demonstration reports. The applicant will submit any requested compliance records to the AR via the FAA.

3.6. Data Submittal and Design Review.

In order to find compliance with additional technical conditions, special conditions, or equivalent levels of safety, the AR may make requests for data in writing to the FAA. The FAA, in responding to such request, should verify that the data provided has been reviewed and, if required, approved by the FAA.

3.7. Issuance of Type Certificate.

The AR upon completion of the certification programs receipt and review of the documents submitted via the FAA as well as upon review of the FAA certifying statement, will prepare the TC and TC Data Sheet and forward them to the FAA for transmittal to the applicant.

4. ISSUANCE OF AN IAC AR APPROVAL FOR CLASS II AND CLASS III PRODUCTS.

4.1. Form of Approvals.

4.1.1. Appliances to be imported into Russia separately and considered as Class II or Class III products should be AR approved. This requirements does not cover to standards Appliances (i.e. manufactured in accordance with international or state, industrial or military standards accepted by the FAA) and spare parts of aircraft certificated as well. Upon the IAC AR decision Appliances may not require IAC AR approval if it is provided with export airworthiness tag in accordance with paragraphs 21.331 and 21.333 of FAR Part 21.

4.1.2. The IAC AR approval may be in the forms of Appliance Type Design Approval, or Approval Letter. The approval of the Appliance Type Design by the FAA in accordance with the USA regulation[[s]] and procedures, as accepted by the IAC AR, is the prerequisite for the IAC AR approval.

4.1.3. The Appliance Type Design Approval shall certify that a given Appliance type is approved for installation on aircraft and its characteristics meet the requirements of the IAC AR approved Appliance Qualification Basis.

4.1.4. The IAC AR Approval Letter shall be issued for Appliance intended for a particular type of aircraft. In this instance the Appliance shall be approved as a part of the aircraft type design.

4.2. Obtaining the Appliance Type Design Approval.

4.2.1. The Appliance Developer will submit to the IAC AR an application for the Appliance Type Design Approval. The Application letter shall be mailed through and endorsed by the geographically responsible FAA ACO.

4.2.2. The following documents shall support an application:

- documentation sufficient for the IAC AR to define the Appliance type design (the appliance Specification, drawings and description, installation, operation and maintenance manuals),
- a table containing the data on level of environmental effects (as per DO-160) for which the Appliance has been tested and the level of software criticality (as per DO-178),
- the copy of the FAA Approval.

4.2.3. The IAC AR will notify the Appliance Developer and the FAA of accepting an application, request, if necessary, additional data, draw up the Qualification Basis and inform the Developer on any additional activities and conditions necessary to make [[a]] decision on the issuance of an Approval. If needed, the IAC AR will request a visit to the Appliance Developer facility to conduct additional testing, analyze technical documentation and evaluate manufacturing processes.

4.2.4. After reviewing the Appliance Developer's documentation supporting the application as well as additional documentation submitted by the Appliance Developer to demonstrate the Appliance compliance with the Qualification Basis requirements the IAC AR will [[make]] a decision concerning the issuance of the Appliance Type Design Approval.

4.3. Obtaining the Approval Letter.

4.3.1. The Aircraft Developer shall submit to the IAC AR an application for the Approval Letter. The following documents shall support the application:

- documentation sufficient for the IAC AR to define the Appliance type design (the Appliance Specification, drawings and description, installation, operation and maintenance manuals).
- a table containing the data on level of environmental effects (as per DO-160) for which the Appliance has been tested and the level of software criticality (as per DO-178),
- the copy of FAA Approval,

Standards, compliance with which shall be established by the IAC AR. The standards shall be formulated as additional technical requirements from aircraft Developer.

- List of the aircraft certification basis issues compliance with which shall be defined after Appliance is installed.

4.3.2. The IAC AR shall review the Application and notify the Applicant about any additional activities and conditions needed to commence ground and/or flight tests of aircraft.

4.3.3. If the results of the above mentioned works and tests are favorable the IAC AR will draw up the Approval Letter which is to be sent to the aircraft Developer and to Appliance Developer and also will notify the FAA about Approval Letter issuance.

5. EXPORT AIRWORTHINESS REQUIREMENTS.

5.1. Complete New Aircraft, Aircraft Engines, and Propellers.

5.1.1. The AR shall accept FAA Export Certificates of Airworthiness only when the FAA certifies that each aircraft, aircraft engine or propeller:

- conforms to a type design approved by the AR as specified in the AR's type certificate data sheet,
- is in a condition for safe operation, including compliance with applicable AR airworthiness directives, and
- meets any additional requirements of the AR, as notified.

5.1.2. All aircraft, aircraft engines, and propellers exported to the Russian Federation with the FAA airworthiness approval will have an FAA Form 8130-4, Export Certificate of Airworthiness, issued in accordance with the requirements of 14 CFR Part 21, Subpart L.

5.1.3. For aircraft, the FAA Export Certificate of Airworthiness should contain an additional note such as: "The aircraft covered by this certificate conforms to the AR approved Type Certificate Number (INSERT TYPE CERTIFICATE NUMBER, REVISION LEVEL, AND DATE), and is found to be in a condition for safe operation." The note should also include a statement about conformity to all additional requirements of the AR, if any.

5.2. Used aircraft for which there has been a design approval granted by AR.

5.2.1. The AR/FAAR shall accept used aircraft for import into the Russian Federation for airworthiness certification when the FAA certifies, by the [[issuance]] of an Export Certificate of Airworthiness, that:

- the used aircraft has been found to conform to the AR - approved type design as specified in the AR's type certificate data sheet;

- AR;
- the used aircraft has complied with all applicable Airworthiness Directives issued by the AR;
 - the used aircraft has been properly maintained and operated using approved procedures and methods acceptable to the AR/FAAR during its service life (evidenced by logbooks and maintenance records);
 - the used aircraft meets all additional requirements of the AR, as notified; and,
 - the used aircraft is in a condition for safe operation.

5.2.2. Inspection and maintenance records are important documents for use by AR/FAAR in determining the airworthiness of used aircraft. These may be requested by the AR/FAAR and include, but are not limited to; the original or certified true copy of the Export Certificate of Airworthiness issued by the FAA; verifying records which insure that any overhauls, modifications/alterations, and repairs were accomplished in accordance with approved data; and maintenance records log entries which substantiate that the used aircraft has been properly maintained throughout its service life to the requirements of an approved maintenance program.

5.3. Requirements for Class II and Class III Appliances.

5.3.1. Each appliance installed on prototype aircraft (except standard parts approved in accordance with MIL and industry standards) must have a certificate from the FAA stating that the appliance conforms to the requirements of Russian manufacturer's type design in order for its ground [[and or]] flight tests to be carried out. The certificate of conformity of the appliance should be certified on an Airworthiness Approval Tag - FAA Form 8130-3. The conformity of TSO appliances is confirmed by issuance [[of an]] Export Airworthiness Certificate.

5.3.2. Each appliance installed on a serial production aircraft must have either FAA Form 8130-3 for identification purpose only or certificate of conformity of Appliance manufacturer.

6. ADDITIONAL REQUIREMENTS FOR TYPE CERTIFICATION.

6.1. General

Before granting an AR type certificate the AR may impose additional requirements due to possible differences between the certification basis of an aircraft as specified in Paragraph 3.3 and airworthiness to which [[it]] has been FAA type certificated.

6.2. Identification and Marking.

6.2.1. Aircraft, engines, and propellers must be identified in a manner outlined in 14 CFR Part 45, Section 45.11.

6.2.2. Essential components of a product must be identified with a part number (or equivalent) and serial number (or equivalent).

6.2.3. Appliance and articles of a design approved by the FAA must be marked in accordance with the requirements outlined in 14 CFR Part 21, Subpart O and all additional marking requirements specified in the particular TSO. Approved deviations shall be marked by the holder of the TSO design approval on the TSO appliance and noted in attached limitations.

6.2.4. Parts to be used as replacement or modification parts must be identified by a part number, serial number if applicable, and the manufacturer's name or trade mark. In addition, information concerning the model designation of the type certificated product for which the [[parts]] are eligible for installation must be furnished with the part.

6.3. Noise.

An aircraft may be AR type certificated provided that noise measurements at ground levels are in compliance with requirements of ICAO Annex 16 (14 CFAR Part36).

6.4. Language.

Aircraft documentation such as Flight Manual, Maintenance Manual, Maintenance Planning Document shall be in the English language [[unless stated otherwise]] in the Continued Airworthiness Agreement between Federal Aviation Service of Russia and State of Registration Authorities. If the Agreement states that the aircraft documentation must be in the Russian language this documentation [[translation]] must be approved by the IAC AR.

6.5. Flight Data Recorder.

An aircraft intended to be used in commercial flights must be equipped with a Flight Data Recorder. The list of parameters registered must be approved by the AIC AR.

6.6. Metric Instrumentation.

Each aircraft must be equipped [[with metric altimeter or a conversion table (meter-feet) must be installed in the crew cabin in a place visible to both pilots]].

6.7. Instruction for Continued Airworthiness.

Each aircraft, engine and propeller must be accompanied by instruction of continued airworthiness or maintenance manual having airworthiness limitation section.

6.8. Maintenance records.

Each aircraft, engine and propeller, rotor or appliance, must be accompanied by maintenance records equivalent to those specified in 14 CFR Part 91, Section 91.417, that reflect the status of required inspections, life limits, etc.

KINGDOM OF SAUDI ARABIA - SPECIAL REQUIREMENTS

(August 1994)

1. General.

a) Aircraft and other Class I, II, and III products to be eligible for export to the Kingdom of Saudi Arabia, must comply with the applicable requirements prescribed in Part 21 of the U.S. FAR's, and the applicable additional special requirements prescribed in this document.

NOTE: Aircraft eligible for certification in the United States, "restricted," "limited," or "experimental" classification, may be exported to the Kingdom of Saudi Arabia only if a prior and specific approval of the President of Civil Aviation (PCA) is obtained.

b) In all instances, manufacturers or suppliers must certify on the face of the invoice that the product involved was manufactured under one or more of the following procedures: i.e., FAA PC No. __; FAA-APIS letter dated ____; FAA-PMA letter dated ____; TSO No. __; MIL. Spec. ____; other government or industry specifications.

2. In addition to the foregoing, the following administrative requirements and material including subsequent revisions shall be furnished to the PCA:

a) New Aircraft.

1) Document relating to deregistration of the aircraft from previous register of the State of Registry.

2) Legal document relating to previous ownership of the aircraft.

3) Document relating to change of ownership (Bill of Sale, etc.).

4) Export Certification of Airworthiness issued by the local regulatory authority.

5) Statement of Build Standard. This statement to include the aircraft specification and a list of Airworthiness Directives and Service Bulletins incorporated in production.

6) Statement of Modification Status. This must include:

(i) Customer requested modifications.

(ii) Equipment incorporated.

(iii) Copies of Approved Data (e.g., STC's, FAA Form 8110-3, or equivalent documents, etc.).

7) Airworthiness Directives and Mandatory Service Bulletins compliance records. Where optional means of compliance are offered, the means chosen shall be stated.

* 8) Type Certificate Data Sheets and Specifications for aircraft, engine, and propeller, as applicable.

9) Aircraft service history along with relevant logbooks for airframe, engine, propeller, APU, as applicable, containing pertinent information (i.e., total time, number of landings, cabin pressurization cycles, as applicable).

10) Aircraft Equipment List.

* 11) Wiring Diagrams.

12) Weight schedule and weighing report.

* 13) Electrical load analysis.

* 14) MRB program, where applicable.

15) Status of time/life controlled items.

16) Copy of Production Flight Test Report related to the specific aircraft.

17) Record of Compass System and Magnetic Compass Swings (if applicable).

18) Detailed list of radio equipment constituting the radio station.

19) Statement of compliance with mandatory equipment.

20)	MANUALS:	<u>Number Required</u>
*	(i) Flight Manual including Noise Certification (where applicable) that references applicable FAR Section and ICAO Annex.	1
*	(ii) Aircraft Maintenance and Overhaul.	1
*	(iii) Operations Manual (Pilot Operating Handbook).	1
*	(iv) Engine Maintenance and Overhaul.	1
*	(v) Aircraft Maintenance Program.	1
*	(vi) Structural Repair.	1
*	(vii) Parts Catalog.	1
*	(viii) Weight and Balance Manual/Handbook.	1
*	(ix) Standard Practices.	1
*	(x) Propeller Maintenance and Overhaul.	1
*	(xi) Structurally Significant Items.	1
*	(xii) Complete Set of Service Bulletins (Aircraft).	1
*	(xiii) Complete Set of Service Bulletins (Engine).	1

* (xiv) Complete Set of Service Bulletins (Propeller).	1
(xv) Master Minimum Equipment List.	1
(xvi) Manufacturer's approved corrosion program.	1

NOTE: * Required only with first aircraft of a particular type and model exported to the Kingdom of Saudi Arabia.

b) Used Aircraft. In addition to the applicable above requirements, the following are also required for used aircraft:

1) The flight time since new of any components of the aircraft, engine, or equipment which are subject to mandatory life limitations.

2) The flight time since new or overhaul, as appropriate, of any components of the aircraft, engines, or equipment which are subject to an approved overhaul period.

3) Details of all major repairs and alterations to the aircraft, engines, propellers and appliances including histories of the replaced components.

4) Statement of Conformity or other similar document, if applicable.

5) Records of accident/incident, if any.

6) Approved corrosion preventive program.

c) Aircraft Parts.

1) Airworthiness Approval Tag (FAA Form 8130-3);

2) Compliance with FAR Part 21;

3) AD's and Mandatory SB's compliance record.

d) Engines/Propellers.

1) Export Certificate of Airworthiness issued by the local regulatory.

2) Compliance with FAR Part 21;

3) AD's and Mandatory SB's compliance record.

e) Engine/Propeller Parts.

1) Airworthiness Approval Tag (FAA Form 8130-3);

2) Compliance with FAR Part 21;

3) AD's and Mandatory SB's compliance record.

f) Components.

1) Airworthiness Approval Tag (FAA Form 8130-3);

- 2) Compliance with FAR Part 21;
 - 3) AD's and Mandatory SB's compliance record.
- g) Appliances.
 - 1) Airworthiness Approval Tag (FAA Form 8130-3);
 - 2) AD's and Mandatory SB's compliance record.
3. Export - Flyaway Aircraft.
 - a) An aircraft which is being exported to the Kingdom of Saudi Arabia via flyaway shall display Saudi Arabia's nationality and registration marks and shall carry the following documents on the delivery flight:
 - 1) Saudi Arabia's Aircraft Registration Certificate.
 - 2) Saudi Arabia's Aircraft Radio License.
 - 3) Saudi Arabia's Aircraft Airworthiness Certificate/Delivery Flight Authorization, as applicable.
 - 4) Export Certificate of Airworthiness.
 - 5) Approved Flight Manual.
 - 6) Such other documents as may be essential to the safe operation of the aircraft.
 - b) The Saudi Arabian Presidency of Civil Aviation must be advised by telex/telefax of the issuance of Export Certificate of Airworthiness in respect of any aircraft which is to be exported to the Kingdom of Saudi Arabia via flyaway.

NOTE: It will be the responsibility of the Saudi Arabian importer to ensure that the nationality and registration marks are properly displayed on the aircraft prior to departure from the exporter's base and to ensure that the necessary flight documents are installed and carried in the aircraft during the delivery flight.

Mailing Address:

Vice President
Aviation Standards & Safety Department
Presidency of Civil Aviation
P.O. Box 887, Jeddah 21165
Kingdom of Saudi Arabia

Cable Address:

Telex: 603235 FSDPCA SJ
Fax: 685-5745 / 685-5142

REPUBLIC OF SINGAPORE - SPECIAL REQUIREMENTS

(December 26, 1990)

1. INTRODUCTION. The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any other validation requirements) for a particular product to be eligible for Singapore registration, certification, or airworthiness validation.

2. SPECIAL ADMINISTRATIVE REQUIREMENTS.

2.1 New Aircraft.

- (a) FAA Export Certificates of Airworthiness for the aircraft, engines, and propellers.
- (b) A list of Service Bulletins, including Alert Service Bulletins, complied with.
- (c) Statement of Modification Status which shall include:
 - (i) Customer options incorporated.
 - (ii) Equipment incorporated.
- (d) Airworthiness Directives.
 - (i) A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.
 - (ii) FAA Airworthiness Directives containing repetitive compliance requirements must be identified. Information as to when the next compliance is due must also be provided.
- (e) Statement of compliance with mandatory equipment and radio apparatus requirements specified in the Schedules of the Singapore Air Navigation Order.
- (f) Statement of compliance with requirements specified in the Singapore Airworthiness Notices.
- (g) A list of defects, if any, that are to be rectified by the Singapore operator at the time of issue of the Export Certificate of Airworthiness.
- (h) Equipment List.
- (i) Weight Schedule and weighing report.
- (j) Time/Life limitations.
- (k) Records of compass system and magnetic compass swing.
- (l) Noise Certificate.

2.2 First-of-type Aircraft. In addition to the requirements in paragraph 2.1, the following is required for a first-of-type aircraft exported to Singapore, unless otherwise notified:

- (a) Statement of build standard which shall include the aircraft specification.
- (b) A copy of the aircraft and engine type certificates and applicable Supplemental Type Certificates.
- (c) Type Certificate Data Sheets or specifications for aircraft, engine, and propeller, including any supplemental type specifications.
- (d) Wiring diagram.
- (e) Electrical load analysis.
- (f) Maintenance Review Board Report, where applicable.
- (g) Maintenance Planning Data.
- (h) FAA approved Master Minimum Equipment List, where applicable.
- (i) Noise type certificate.
- (j) One copy each of the following manuals:
 - (1) Flight Manual or Pilot Operating Handbook (in addition to the copy for each aircraft).
 - (2) Operations (in addition to the copy for each aircraft).
 - (3) Aircraft Maintenance.
 - (4) Engine Maintenance.
 - (5) Propeller Maintenance.
 - (6) APU Maintenance.
 - (7) Parts Catalog.
 - (8) Standard Practices.
 - (9) Structural Repair.
 - (10) Structurally Significant Items.
 - (11) Loading Procedures.
 - (12) Weight and Balance.
 - (13) Non-destructive Testing.
- (k) Complete sets of Service Bulletins for aircraft, engine, propeller, and APU. Amendment service for the above documents must be provided.

2.3 Used Aircraft. In addition to the requirements in paragraph 2.1 and, where applicable, in paragraph 2.2, the following is also required for used aircraft:

(a) A complete history of the aircraft, engines, propellers, components and equipment including:

(i) The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations.

(ii) The maintenance program to which the aircraft has previously been maintained, including previous check cycle and future check cycle.

(b) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to mandatory life limitations.

(c) The flight time since new and since overhaul of any components of the aircraft, engines, propellers, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tailplanes, helicopter rotors or transmission components, and histories of the replacing components.

(e) Details of major structural repairs including the nature of damage in each case.

2.4 Aircraft Parts.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) Compliance with FAR 21 (Subpart L).

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.5 Engines/Propellers.

(a) Export Certificate of Airworthiness (FAA Form 8130-4).

(b) Compliance with FAR 21 (Subpart L).

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.6 Engine/Propeller Parts.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) Compliance with FAR 21 (Subpart L).

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.7 Components.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) Compliance with FAR 21 (Subpart L).

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.8 Appliances.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) FAA Certificate of Conformity.

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

REPUBLIC OF SOUTH AFRICA - SPECIAL REQUIREMENTS

(September 9, 1994)

1. An aircraft or any other Class I product, to be eligible for registration and airworthiness certification by the Government of the Republic of South Africa, must be eligible for certification in the United States standard or restricted category and should be covered by an Export Certificate of Airworthiness, FAA Form 8130-4, in accordance with Part 21 of the United States Federal Aviation Regulations. Class II and Class III products, to be eligible for approval and installation on certificated civil aircraft of South African registry, should be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.
2. When the aircraft is the first of the type or model to be imported into South Africa, the importer will advise the exporter of this fact and the exporter is to supply the Director-General: Transport, Department of Transport, Private Bag X193, Pretoria, Republic of South Africa, with the information and data material as shown below:
 - (a) A set of maintenance, overhaul, parts, repair, and operations manuals issued by the manufacturers of the aircraft, its engine(s), propeller(s), and installed equipment and containing such information as is necessary to assemble, maintain, overhaul, repair, and operate the aircraft, its engine(s), propeller(s), and installed equipment.
 - (b) A set of all current service bulletins, service letters, and modification bulletins, issued in respect of the aircraft, its engine(s), propeller(s), and installed equipment and written confirmation from the manufacturer of the aircraft that, as and when they are issued, he will supply the Director-General: Transport with copies of amendments to and new issues or revisions of the publications referred to in this and the preceding subparagraph:
 - (c) A three-view general arrangement drawing of the aircraft.
 - (d) A Type Certificate Data Sheet or equivalent document.
 - (e) The approved flight manual or an equivalent document.
 - (f) A copy of the manufacturer's production flight test report for the aircraft being exported.
 - (g) A copy of the compliance checklist. This document must refer to each applicable regulation of the certification basis, the manner of compliance as well as reference to documents pertaining to the compliance data/substantiation.
3. The exporter must supply the following documents in respect of every aircraft for which a South African Certificate of Airworthiness is desired:
 - (a) A certified statement issued by the manufacturer, indicating that all mandatory modifications and special inspections have been complied with.
 - (b) A copy of the aircraft weight and balance report and equipment list showing the weights and arms of the main components and installed equipment.
 - (c) An approved flight manual or equivalent document.

KINGDOM OF SPAIN

(September 29, 1994)

SPECIAL REQUIREMENTS FOR THE IMPORT OF AIRCRAFT
FROM THE UNITED STATES OF AMERICA.

SECTION 1 - INTRODUCTION. This document prescribes special requirements supplementing the Agreement on the Reciprocal Acceptance of Export Certificate of Airworthiness between the Kingdom of Spain (KOS) and the United States of America (USA) that came into effect by the Exchange of Notes in October 13, 1978.

The civil airworthiness authority in the KOS is the Direction General of Aviation Civil (DGAC), and their address is:

Direccion General de Aviacion Civil
Pza. San Juan de la Cruz s/n
28071 Madrid, Spain

Telex: 48339 CIAL E
Fax: 34 1 5976853

SECTION 2 - EFFECTIVITY. Effective October 9, 1987, in accordance with the Director General de Aviacion Civil resolution on import of aircraft, to be eligible for a Spanish standard airworthiness certificate, an aircraft of a particular type and model, not previously registered in Spain, must be of a type which has been issued a Spanish Type Airworthiness Certificate and comply with the special requirements prescribed in this document.

SECTION 3 - REQUIREMENTS FOR ISSUANCE OF SPANISH TYPE AIRWORTHINESS CERTIFICATE. The process to obtain a Spanish Type Airworthiness Certificate for new aircraft (aircraft not previously registered anywhere), defined in Section 2 is initiated by the DGAC upon receipt of the application letter from the manufacturer, through the Federal Aviation Administration (FAA) office responsible for the particular aircraft type design. The process for used aircraft (aircraft previously registered), defined in Section 2 is initiated upon receipt of the application letter from the prospective registered owner.

The application letter should include a general description and a three-view drawing of the aircraft.

At an early date a schedule will be developed between the manufacturer or prospective registered owner, the FAA, and the DGAC to accomplish the following.

A. All Aircraft categories Except Restricted.

1. A presentation of technical data with a description of the aircraft design emphasizing unusual design features.
2. A presentation by the FAA describing the certification basis upon which the USA Type Certificate was (or is to be) based.
3. A briefing by the FAA on the aircraft's service history including corrective measures taken to preclude reoccurrence of incidents or accidents.
4. Ground school training, acceptable to DGAC, for DGAC personnel on the aircraft's systems, equipment, and maintenance aspects.

5. Establishment of KOS certification basis. The certification basis will be established as soon as the DGAC is sufficiently familiar with the aircraft design to do so. It will be established to form a basis for comparing the DGAC airworthiness requirements with those applied by the FAA in conducting its own certification, to determine what, if any, additional technical conditions must be met for KOS certification.

6. Submittal of technical documents. The DGAC must receive through the FAA, prior to the issuance of the Spanish Type Airworthiness Certificate, one copy of the technical documents listed below.

- 1) A statement of the applicable design certification standards.
- 2) General interior arrangement configuration drawings.
- 3) Three-view drawing (exterior configuration).
- 4) Master Drawing List.
- 5) Master Equipment List.
- 6) Master Minimum Equipment List.**
- 7) Aircraft Flight Manual.
- 8) Configuration Deviation List.**
- 9) Instructions for Continued Airworthiness.*
- 10) Listing of service life for critical parts subject to fatigue, if this information is not provided elsewhere in the above data.*
- 11) Structural Significant Items Manual.**
- 12) Maintenance Planning Data Manual.**
- 13) Overhaul Manual.**
- 14) Component Maintenance Manual.**
- 15) Standard Practices Manual.**
- 16) Special Tool and Ground Handling Equipment Manual.**
- 17) Nondestructive Testing Manual.**
- 18) Illustrated Parts Catalog relating to the aircraft and major equipment.**
- 19) Record of rigging checks.
- 20) Certification compliance (checklist).
- 21) FAA Type Certificate.

22) FAA Type Certificate Data Sheet or data and descriptive information needed by the DGAC to approve the Type Certificate Data Sheet.

23) Electrical Load Analysis.*

24) Wiring diagram.*

25) List of aircraft markings and placards.

26) Operations Manual.**

27) Structural Repair Manual.**

28) Weight and Balance Loading Procedure Manual.**

29) Antenna performance patterns.

30) A statement from the manufacturer of the aircraft confirming to DGAC the revision service for the technical documents listed in Items 7 through 10 and 26 through 28.

31) Engine Maintenance and Overhaul Manual.*

32) Engine Instructions for Continued Airworthiness.*

33) Listing of service life for critical engine parts subject to fatigue, if this information is not provided elsewhere in the above data.*

34) Propeller Service and Overhaul Manual.*

35) Propeller Instructions for Continued Airworthiness.*

36) Listing of service life for critical propeller parts subject to fatigue, if this information is not provided elsewhere in the above data.*

* When required by the KOS certification basis.

** If this document has been prepared by the manufacturer.

If any of the above technical documents will not be available prior to the issuance of the KOS Type Airworthiness Certificate, notification to the DGAC must be made with the new data when the documents will become available. The DGAC may request additional technical documents or equivalent information to issue the KOS Type Airworthiness Certificate.

7. FAA confirmation. An FAA written statement to DGAC confirming that the type design has been examined, tested, and found to meet the KOS certification basis and that the technical documents listed in the previous paragraph and any additional documents requested have been submitted.

8. Ground and flight evaluations. The ground and flight evaluations will be performed by the DGAC following the completion of the above items.

9. Issuance of Spanish Type Airworthiness Certificate. The DGAC will, after the above items are completed with satisfactory results, issue the KOS Type Airworthiness Certificate and the Type Certificate Data Sheet for the particular aircraft type and model.

B. Restricted Category Aircraft. Spanish Type Airworthiness Certificates for aircraft certificated in the USA in a restricted category will be considered on an individual basis, following the completion of the requirements listed above in Section 3.

SWEDEN - SPECIAL REQUIREMENTS

(September 21, 1994)

1. INTRODUCTION. In accordance with the bilateral agreement between the United States of America and Sweden, airworthiness certification of aeronautical products are reciprocally accepted. The following Special Requirements are applicable to such products exported from the United States of America to Sweden.

Luftfartsverket, the Swedish Civil Aviation Administration, is referred to as LFV below.

2. GENERAL.

2.1 An aircraft type/model/version must be type accepted by LFV before issuance of a Swedish Certificate of Airworthiness for an individual aircraft and its permanent registration in Sweden. The import evaluation leading to type acceptance of a U.S. manufactured aircraft is mainly a familiarization procedure but may lead to additional type specific design, maintenance, operational, or training requirements.

Regarding the procedure for type acceptance of an aircraft, see Appendix I below.

2.2 Engines and propellers installed on an aircraft are type accepted by LFV as part of the aircraft if they are listed in the FAA approved type certificate data sheet. Then, no additional type acceptance procedure is necessary. For type acceptance of engines and propellers not previously accepted as part of an aircraft and not installed on an aircraft, see 3.2 below.

2.3 An aircraft may not be entered on the Swedish register unless compliance with ICAO Annex 16, Volume I, Aircraft Noise, is shown. In addition, the following applies:

- An old propeller driven airplane with a maximum certificated take-off weight of 9000 kg or less must comply with the requirements of ICAO Annex 16, Chapter 6 or Chapter 10, even if no requirements are applicable according to the Annex, unless it is specifically designed for aerobatic, agricultural or fire fighting purposes.

- A jet airplane entered on the Swedish register after September 15, 1991, may not be operated, unless:

- (a) it complies with the requirements of ICAO Annex 16, Volume I, Chapter 3, or

- (b) it has a maximum take-off weight of 34000 kg or less and a capacity of 19 or less seats,

or

- (c) if (a) or (b) is not applicable, it has been granted an exemption by LFV (according to the same principles as applied within the European Communities).

For (b) and (c) compliance with Chapter 2 is normally necessary.

2.4 An aircraft may not be entered on the Swedish register unless its engines, when applicable, comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions.

3. CLASS I PRODUCTS (ref. FAR Part 21-Subpart L).

3.1 AIRCRAFT.

3.1.1 For an aircraft type/model/version not previously type accepted by LFV, see Appendix I.

3.1.2 For each individual aircraft of a type/model/version accepted by LFV, the following documents must be presented to LFV.

(a) Airworthiness document:

An Export Certificate of Airworthiness (C of A), issued by FAA within 60 days prior to the date when the aircraft is arriving in Sweden, must be presented to the LFV. The year of manufacture must be stated on the Export C of A or on another supporting document.

Other airworthiness document and procedure may be accepted by LFV on a case by case basis.

(b) Supplemental Type Certificates for approved major modifications, if any, relevant to the exported aircraft and not previously accepted by LFV, accompanied by an application for type acceptance of the modifications.

(c) Noise Certificate with noise data, if applicable, unless noise data is published in the Flight Manual. See 2.3 above.

3.1.3 An aircraft is normally only accepted for import if the running times of the engine(s) and propeller(s) since new or overhaul do not exceed 80% of the manufacturer's recommended times between overhauls. An aircraft with an engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of an engine or a propeller must have been performed by a Repair Station Certificate holder.

3.1.4 Ferry flight of aircraft with interim Swedish registration.

3.1.4.1 The following documents must be carried on board the aircraft:

(a) Export Certificate of Airworthiness or other airworthiness document accepted by LFV.

(b) Interim Certificate of Airworthiness and Interim License to Operate Radio Station On Board Aircraft, issued by LFV.

(c) Interim Nationality and Registration Certificate, issued by LFV.

(d) Aircraft Journey Log book.

(e) Flight Manual and Operations Manual or equivalent.

(f) Weight and balance documents.

(g) Approval documents for extra ferry equipment installed, issued under FAA authorization or by LFV.

3.1.4.2 Aircraft marking.

The aircraft must be marked with the assigned Swedish nationality and registration marks and in accordance with Swedish BCL - M1.3.

3.2 ENGINE OR PROPELLER (not installed on an aircraft).

For an engine or a propeller not previously type accepted in Sweden, individually or as part of an aircraft, the documentation required will be established by LFV on a case by case basis following an application for type acceptance.

The following documents are required for type accepted engines and propellers:

- (a) Export Certificate of Airworthiness.
- (b) Airworthiness release certificate, issued under an appropriate FAA authorization, i.e., a Production Certificate or a Repair Station Certificate.
- (c) Modification record.
- (d) Equipment list.
- (e) Log book or equivalent document.
- (f) Lists of applicable and of incorporated airworthiness directives.
- (g) Record of life limited parts.

An engine or a propeller is only accepted for import if the running time of the unit since new or overhaul does not exceed 80% of the manufacturer's recommended time between overhauls. An engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of any engine or a propeller must have been performed by a Repair Station Certificate holder.

4. CLASS II PRODUCTS.

The following documents are needed for a Class II product:

- (a) Export Approval (FAA Form 8130-3) signed by an FAA authorized representative.
- (b) Airworthiness release certificate, issued under an appropriate FAA authorization.
- (c) Lists of applicable and of incorporated airworthiness directives.
- (d) Modification record, if applicable.
- (e) Record of life limited parts.

5. CLASS III PRODUCTS.

5.1 For products with serial numbers, an Airworthiness Tag (FAA Form 8130-3), issued by an organization authorized by FAA, must be attached to the products.

APPENDIX I

AIRCRAFT TYPE ACCEPTANCE

- I.1 An application for type acceptance must be presented to LFV. For a new aircraft, the applicant should be the manufacturer or the holder of the type certificate.
- I.2 The documents listed below are necessary to support the application:
- (a) Type Certificate Data Sheet, if not already published.
 - (b) Flight Manual with supplements.
 - (c) Operating Manual, Owner's Manual, etc., if not combined with the Flight Manual.
 - (d) Noise Certificate with noise data, if applicable, unless noise data is published in the Flight Manual. See 2.3 above.
 - (e) A document showing that the engines comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions, if applicable.
 - (f) Manufacturer's declaration that he undertakes to provide LFV, without charge, with:
 - Revisions to the Flight Manual.
 - A Maintenance Manual with revision service (not for Part 23 Commuter Category Airplanes, Part 25, Part 29, and equivalent aircraft).
 - Service bulletins and other important service information (not for Part 23 Commuter Category Airplanes, Part 25, Part 29, and equivalent aircraft).
 - (g) Any other document deemed necessary by LFV for sufficient familiarization with the product.

CONFEDERATION OF SWITZERLAND - SPECIAL REQUIREMENTS

(Revised - October 31, 2000)

1. Any Class I product, to be eligible for acceptance by the Government of the Confederation of Switzerland, must be eligible for certification in the United States "Standard" or Restricted classification and must be covered by an Export Certificate of Airworthiness, FAA Form 8130-4, in accordance with [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]]. Class II and III products, to be eligible for acceptance and installation on certificated civil aircraft of Swiss registry, must be exported in accordance with the applicable provisions of [[14 CFR part 21]]. An Export Airworthiness Approval for used products affected by [[14 CFR part 21.327 (e)4 relating to 21.329 (e) or 21.331 (a)1]] will be validated if accompanied by records documenting previous service history.

2. In addition to the foregoing, applicable parts of the following special requirements must be complied with when exporting aircraft:

2.1 If the aircraft is the first of a model exported to Switzerland, the following documentation shall be furnished for the aircraft type acceptance:

(1) One copy each of the applicable Type Certificate.

(2) One copy each of the respective Type Certificate Data Sheet.

(3) One Three-view drawing of the aircraft.

(4) Certification Compliance Report containing:

(4.1) A list of all documents submitted for FAA Type Certification.

(4.2) Where required by the applicable parts of the United States Federal Aviation Regulations [[14 CFR]], Airworthiness Standards, a summary of the fatigue or fail-safe strength investigation.

(4.3) If approval was granted on the basis of static load tests, a copy of the test report summary must be provided.

(4.4) A structural substantiation summary of the primary structure of the aircraft, showing design loads, dimensions, materials, and safety margins.

(5) One copy of Part II (Flight) of the Type Inspection Report. This report is to show the flight characteristics of the aircraft and compliance with the applicable parts of the United States Federal Aviation Regulations Airworthiness Standards [[14 CFR]].

(6) One copy of the FAA approval of any deviations from the applicable parts of the United States Federal Aviation Regulations Airworthiness Standards [[14 CFR]] (Special Conditions/Issue Papers).

(7) One copy of the updated manufacturing drawing list as of the date of application for export to Switzerland or other documents defining the certified aircraft configuration.

(8) One Copy of the approved Aircraft Flight Manual including all approved supplements approved by the type certificate holder.

(9) One copy of manuals required for the safe operation of the aircraft (e.g., Operation/Performance Manuals, Owner's Manuals, Weight and Balance Manuals, etc.).

(10) One copy each of the maintenance and repair manual applicable to the airframe (see Note 2) and MRB Data if applicable. One copy of information regarding reassembly and rigging of the aircraft (applicable only to aircraft that are shipped disassembled).

(11) One copy of the parts catalog applicable to the airframe (see Note 2).

(12) A complete set of pertinent manufacturer's information, modifications, service bulletins, service letters and/or similar documentation in one copy each.

(13) A statement by the manufacturer or his authorized representative to the effect that all pertinent operational and maintenance documentation listed above will be automatically updated and kept current free-of-charge for the Swiss FOCA reference files until written cancellation by the Swiss Authority. (Note 4)

(14) A statement by the manufacturer or his authorized to the effect that all additional operational and maintenance data deemed necessary by the Swiss FOCA will be furnished on request of the latter and kept current free-of-charge for the Swiss FOCA reference files until written cancellation by the Swiss Authority. (Note 4)

(15) Noise certification reports and data in accordance with ICAO Annex 16, Volume I, Chapter 3 as applicable.

(16) Emissions certification reports and data in accordance with ICAO Annex 16, Volume II, Part III, Chapter 2 (for turbine engines only).

(17) Fuel Venting certification reports in accordance with ICAO Annex 16, Volume II, Part II, Chapter 1 & 2.

2.2 If application is made for acceptance of an aircraft model in Switzerland that was certified in the United States by extension of an existing Type Certificate that was previously documented to the Swiss FOCA, the following shall apply:

(1) If data as already certified and accepted by the Swiss Authority remains unchanged, the manufacturer shall provide a statement to this effect.

(2) If data as already certified and accepted by the Swiss Authority is amended or revised, only those parts which are changed shall be documented as required in 2.1.

(3) Full operational documentation as listed under 2.1(12) is required in any case.

2.3 All Class I products exported to Switzerland, regardless of the conditions set forth under 2.1 and 2.2 (first of a model documentation) must be accompanied by the following documentation i.a.w. FOCA Checklist A (Form 208.012) and Checklist T (Form 208.014):

- (1) An Export Certificate of Airworthiness, FAA Form 8130-4. For each individual aircraft, the following documents are required:
- (2) One approved Aircraft Flight Manual including the required approved Aircraft Flight Manual supplements.
- (3) One copy each of any related manuals established by the manufacturer and required for the safe operation of the aircraft (e.g., Owner's Manual, Pilot's Manual, etc.).
- (4) Two copies of the weight and balance statement and the Weight and Balance Manual if applicable (see Note 3).
- (5) Two copies of list of the installed equipment.
- (6) One copy of the approved documentation for any alteration incorporated under the provisions of a Supplemental Type Certificate approved by the United States FAA or an authorized representative for any Major Repair or Alteration, FAA Form 337, applicable to the product.
- (7) One copy of all work reports covering work carried out since the establishment of the Export Certificate of Airworthiness.
- (8) Maintenance records and Logbooks that show any previous time in service and maintenance action performed including a statement or a list to show compliance with any.
- (9) Substantiation for approval of IFR equipment and test of transponder and altimeter/static system.
- (10) List of avionics installed by manufacturer and type (Form RA 1 and RA 20).
- (11) Substantiation data for approval for special kind of operations (e.g. ETOPS; RVSM; AWO CAT II/III; B-RNAV etc.)
- (12) Interior layout plan.
- (13) Installation plan for emergency equipment.

2.4 All Class II products exported to Switzerland shall be accompanied by an Airworthiness Approval Tag, FAA Form 8130-3. In case of overhauled or repaired Class II products, one copy of the overhaul or repair report is to be supplied with the product. Any previous time in service shall be documented.

2.5 Class III products, if properly marked and identifiable need no additional documentation.

NOTES:

- (1) Documentation mentioned under 2.1 (3), (4), (5), (7), (10), (11) and (12) may be supplied in printed form, microfiche format or CD ROM (preferred option).

(2) These documents are not required for airline type aircraft certified in the transport category.

(3) These documents are required in one copy only for airline type aircraft certified in the transport category.

(4) Documentation for engines, propellers, accessories, and avionic equipment is only to be supplied on special request by the Swiss FOCA.

Mailing address for all documentation is:

Swiss Federal Office for Civil Aviation
Maulbeerstrasse 9
CH-3003 Berne, Switzerland

SYRIAN ARAB REPUBLIC - SPECIAL REQUIREMENTS

(August 23, 1977)

1. Syrian requirements for U.S. civil air equipment.
 - a. There are no Syrian government requirements for modifications on U.S. manufactured aircraft into Syria. Syrian government agencies are only importers and users of aircraft.

TAIWAN - SPECIAL REQUIREMENTS

(Revised - January 16, 1997)

SECTION 1 - INTRODUCTION. This section briefly describes administrative procedures for airworthiness acceptance of aeronautical products for import to Taiwan from the United States of America. Since Taiwan and the United States of America have no bilateral agreement for the reciprocal acceptance of aeronautical products, Taiwan reserves the right to either accept or deny importation of aeronautical products. To simplify the acceptance of all aeronautical products, the United States [[Title 14 of the Code of Federal Regulations (14 CFR)]] applicable to exporting aeronautical products will be acceptable and will be complied with by the exporter.

Administration and Procedures:

1. All aeronautical products Class I, II and III to be eligible for export to Taiwan must comply with the applicable provisions prescribed in [[14 CFR part 21, (Subpart L)]]. In particular, each Class I product will be exported with an Export Certificate of Airworthiness (FAA Form 8130-4) issued no longer than 90 days or 100 operating hours, whichever is the lesser period, since the date of issuance, and each Class II and III product will be exported with an Airworthiness Approval Tag (FAA Form 8130-3).

2. Aircraft and other Class I products to be eligible for export to Taiwan must, in addition to the requirements prescribed in [[14 CFR part 21, (Subpart L)]], be eligible for airworthiness certification in the United States "standard" classification and comply with the applicable Special Requirements under Section 2 of this document.

3. All aeronautical products located outside the United States may be eligible for export to Taiwan, however, they must have airworthiness approval for export in accordance with [[14 CFR part 21]].

4. The exporter must show evidence that the products or parts thereof were manufactured under one or more of the following approvals:

a. The current, valid FAA Production Certificate for the products involved, as prescribed in [[14 CFR part 21, (Subpart G)]].

b. An FAA Approved Production Inspection System (FAA-APIS) letter of approval, as stated in [[14 CFR part 21, (Subpart F)]].

(Product that has been manufactured under Type Certificate only, a Statement of Conformity, FAA Form 8130-9, must be included.)

c. An FAA Replacement and Modification Parts Manufacturers Approval (FAA-PMA) letter of approval issued by FAA in accordance with [[14 CFR part 21, (Subpart K)]].

d. A Technical Standard Order (TSO) acknowledgment or authorization issued by FAA per [[14 CFR part 21, (Subpart O)]].

5. Class I products to be eligible for export to Taiwan are those listed in the aircraft, engine, and propeller Type Certificate Data Sheets (TCDS's) and are in production currently.

6. All Class I products exported in unassembled condition shall have sufficient instructions which describes working procedures, methods of rigging/alignment, ground testing, inspection methods, and other pertinent data for the assembly in Taiwan. The Export Certificate of Airworthiness will be invalid if all data to properly assemble the aircraft are not forwarded with the products.

7. A statement must be signed by the manufacturer's representative to the effect that all Airworthiness Directives (AD's) have been complied with, that all mandatory modifications have been embodied, and that any special inspections required have been carried out.

8. To be eligible for operation under the importing country registration, the aircraft must be equipped/installed in accordance with the requirements of the operating regulations/special regulations required in Taiwan. Complementary information may be obtained from:

Chief, Airworthiness Branch
Flight Standards Division
Civil Aeronautics Administration
Taipei Sung Shan Airport
Taipei, Taiwan R.O.C. 105

SECTION 2 - SPECIAL REQUIREMENTS. The following is the special administrative requirements which must be satisfied at the time of export for products to be eligible for airworthiness certification by Taiwan. The documents listed below must be provided and addressed to:

Chief, Airworthiness Branch
Flight Standards Division
Civil Aeronautics Administration
Taipei Sung Shan Airport
Taipei, Taiwan R.O.C. 105

1. For each individual new aircraft.

a. The original Export Certificate of Airworthiness, FAA Form 8130-4 (including engines/propellers installed while delivered).

b. Noise Abatement Certificate.

c. A statement of compliance with the current requirements of fuel venting and engine exhaust emissions.

d. An aircraft Bill of Sale or other evidence of ownership.

e. A list of all equipment installed on the particular product and Buyer Furnished Equipment (BFE/Buyer Options), containing serial numbers, part numbers, and locations instruction. (A statement of being compatible with the Type Specifications for BFE's.)

f. A list of radio communication and navigation equipment installed, including make, model, locations, capacity, frequencies and operating instructions.

g. The current weight and balance report and loading schedule, containing a complete inventory of all equipment and instructions.

h. Notification of the aircraft having been canceled from the exporting country registration.

i. The list of all Airworthiness Directives (AD's) issued by FAA, and a statement of compliance shown at the time of issuance of the Export Certificate of Airworthiness.

j. A copy of the manufacturer production flight test report, and all the discrepancies found during the flight test have been rectified.

k. Modification Standard, including Production Modification, Customer Options, and Equipment incorporated not necessarily installed by the manufacturer.

l. A copy of Type Certificate Data Sheets (TCDS's). The particular aircraft must be included in the Type Certificate Data Sheets.

m. A copy of Supplemental Type Certificate (STC), if any, and details of alterations embodied under STC.

n. Statement of Build Standard, including aircraft specifications, additional requirements, special conditions, equivalent safety items, and exemptions.

o. Language. The required marking and placards installed in passenger cabins, passenger storage compartments, and aircraft exterior markings must be bilingual-Chinese and English. Markings/placards in the cargo baggage storage compartments must at least be in English.

p. Seating configuration approval document. The applicant shall forward to the importing country for certification prior to issuance of Export Certificate of Airworthiness.

q. Record of rigging checks.

r. Record of compass system and magnetic compass swings.

2. For aircraft first of the type/model. In addition to the documents listed above in paragraph 1, the following technical data are required:

a. One copy of the Type Flight Test Report.

b. One copy of Production Certificate with, Production Limitation Record, or the Approved Production Inspection System.

c. FAA approved Master Minimum Equipment List.

d. Structurally Significant Items and System Significant Items.

e. Three-view drawings of the major assemblies, installations, and primary structure.

f. Manuals:

f.1. Maintenance Review Board Report (MRB).

f.2. Maintenance Planning Document (MPD).

f.3. Flight Manual. Provides aircraft performance operating limitations and other flight data required by relevant Airworthiness Authorities for Certification. It includes the Configuration Deviation List.

f.4. Operations Manual. Provides aircraft and system descriptions, normal, abnormal, and emergency procedures and operational performance.

f.5. Maintenance Manual.* /Wiring Diagram.*

f.6. Structural Repair Manual.*

- f.7.** Illustrated Parts Catalog (IPC).*
- f.8.** Weight and Balance Manual.
- f.9.** Components Manual
 - Overhaul/Component Maintenance Manual: Manufacturer.*
 - Overhaul/Component Maintenance Manual: Vendor.*
- f.10.** Non-destructive Inspection Manual.*
- f.11.** Overhaul/Repair Standard Practices Handbook.
- f.12.** One complete set of Service Bulletins or the equivalent.
- f.13.** Engineering Documents
 - Standards Manual: Contains data about standards approved by the exporter including reference lists.
 - Process and Material Specification: Contains data related to manufacturing processes and material identification and treatments used in the construction assembly of the Aircraft.

NOTES: Marking * means either microfilm or microfiche will be accepted.

3. For each individual used aircraft.

- a.** A photocopy of canceled U.S. Standard Airworthiness Certificate.
- b.** The certified logbooks or equivalent historical records for the Class I product and the major equipment and components (such as APU), contains information on operational times and cycles (since new and since last overhaul), maintenance, overhaul, repairs, and modifications, and status of parts with limited life time.
- c.** The past maintenance schedule and programs.
- d.** The components operating and storage limits, overhaul life summary, including details of service remaining and modification standards.
- e.** Component and structure retirement life summary, including details of service life remaining.
- f.** Compliance with structural sampling schedule and location/position, and description of the details of sampling procedures and practices.
- g.** Maintenance reliability programs for previous operator's fleet which include the exported aircraft
 - Previous and recurring inspection cycles of system/components.
 - Analysis and calculating methods for monitoring the maintenance programs.
 - Performance standards of the monitored system/components.

4. For engine and propeller.

- a.** Export Certificate of Airworthiness, FAA Form 8130-4.
- b.** Compliance with [[14 CFR part 21, (Subpart L)].

REPUBLIC OF TUNISIA - SPECIAL REQUIREMENTS

(August 17, 1977)

1. Import of U.S. Manufactured Aircraft.
 - a. The Republic of Tunisia accepts for import and registration, with modification, U.S. aircraft manufactured to Federal Aviation Administration (FAA) standards.

UNITED KINGDOM - SPECIAL REQUIREMENTS

(Revised March 2, 1998)

SECTION 1 - INTRODUCTION. A new bilateral agreement between the United Kingdom (U.K.) and the United States (U.S.) came into effect by the Exchange of Notes in December 1972 and superseded the Exchange of Notes of 1934 relating to the reciprocal acceptance of aeronautical products. The manner in which this agreement will be implemented is described below.

A. Administration and Procedures.

(1) The procedures which must be followed to obtain U.K. certification are dealt with in the current issue of Section B of British Civil Airworthiness Requirements (BCAR) which also prescribes the documents which must be supplied for prototype and series aircraft.

(2) An Export Certificate of Airworthiness (or agreed alternative) with pertinent data attached will be required in connection with any Class I product and engine modules exported from the U.S. to the U.K. Class II and Class III products to be eligible for installation on certificated civil aircraft registered in the U.K must be processed in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.

(3) Where the issue of an Export Certificate of Airworthiness is relevant, it shall be accompanied by a document (e.g., aircraft logbook), furnished by the applicant, which contains entries identifying those applicable FAA Airworthiness Directives (AD) and UK-CAA Additional Directives (CAA-AD) with which compliance has been achieved. This document shall also identify those AD's and CAA-AD's containing repetitive compliance requirements (e.g., inspection requirements for a particular component at 50-hour intervals) and when next compliance is due to be satisfied. All AD's and CAA-AD's must have been complied with prior to the issuance of the U.S. Export Certificate of Airworthiness unless otherwise waived by the UK-CAA.

(4) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other U.K. Special Requirements (identified in Section 2 of this appendix), as appropriate, for the particular product being exported to the U.K. and all applicable requirements of FAR 21, Subpart L, before the U.S. Export Certificate of Airworthiness can be issued.

B. Acceptance of Aircraft.

(1) In accordance with paragraph 4 of the U.K./U.S. bilateral agreement, the U.K. will require to become conversant with the design of all fixed-wing aircraft in excess of 2,730 kg (6,000 lbs.) weight intended for use in the U.K. Transport Category, the design of all aircraft exceeding 5,700 kg (12,500 lbs.) regardless of the intended certification category, and all rotorcraft offered for U.K. certification. Additionally, in accordance with the policy declared in CAA Airworthiness Notice No. 15, the CAA may require to evaluate certain aircraft of less than 5,700 kg weight which have unusual design features. The CAA may then issue Special Conditions to cover certain features which would otherwise not meet the standards which are implicit in BCAR and the U.K. Air Navigation Order.

(2) Once the U.K. standard for certification has been determined and, where necessary, U.K. Special Conditions have been published, the U.K. will, in accordance with paragraph 9(h)(ii) of the U.K./U.S. bilateral agreement, accept aircraft and rotorcraft to this standard and U.K. Special Conditions, as applicable, together with the applicable AD's and U.K. equivalent retrospective requirements, while they continue in production. Modifications to the aircraft may also be made, provided the requirements used as the basis of U.K. certification are complied with, or alternatively, that the CAA agree that the modifications are acceptable.

(3) For aircraft which are no longer in production, the CAA reserves the right to modify the basis of U.K. certification, or to refuse certification in accordance with paragraph 9(h)(iii) of the U.K./U.S. bilateral agreement. Where U.K. certification of such aircraft is sought, reference should be made to the Civil Aviation Authority who will advise the position pertaining at that time.

C. Acceptance of Engine, Auxiliary Power Units and Propellers.

(1) In accordance with paragraph 4 of the U.K./U.S. bilateral agreement a preliminary investigation may be required to establish the standard offered for U.K. certification and, where necessary, any Special Conditions the CAA may wish to apply. In the case of turbine engines for [[airplanes]], the Special Condition requirements will be limited to those arising from unorthodox design features in accordance with the U.K./U.S. reciprocal acceptance agreement.

(2) When compliance with the U.K. standard for certification has been established, the U.K. will accept engines (including engine modules), auxiliary power units, and propellers and parts therefore to the defined standard while they continue to be in production subject only to compliance with subsequent applicable AD's and U.K. equivalent retrospective requirements. Modifications will also be accepted subject to compliance with the U.K. certification basis.

(3) For engines, auxiliary power units, and propellers which are no longer in production, the CAA reserves the right, in accordance with paragraph 9(h)(iii) of the U.K./U.S. bilateral agreement, to modify the basis of acceptance or to refuse certification.

D. Acceptance of Appliances and Components.

(1) **Radio.** The procedures which must be followed to obtain U.K. acceptance of radio equipment are dealt with in Section B, Chapter B4-10, of the BCAR.

(2) **Appliances (other than Radio).** Those appliances (other than radio) as so defined in Section 3 must be registered to obtain U.K. acceptance. The procedures which must be followed to obtain acceptance of such appliances are dealt with in Section B, Chapter B4-8, of BCAR.

(3) **Components.** Components which are produced in the U.S. for export and used on products which are or may be certificated or approved in the U.K. will be accepted by the CAA provided:

(i) They are properly designated, and

(ii) The FAA or its designee certifies that the components conform to the applicable design data and meet the applicable test and quality control requirements which have been notified by the CAA to the FAA.

NOTE: These provisions apply to those components which are produced by a manufacturer in the U.S. pursuant to an agreement between the manufacturer and the product manufacturer in the U.K.

E. Restricted Category Aircraft.

(1) Applications for U.K. certification of aircraft certificated in the U.S. in a restricted category will be considered on an individual basis.

(2) The applicant for export certification must furnish to the CAA, information describing how the aircraft differs from the type certification basis for a standard certificate - if standard certification of the type design has been made. The applicant shall provide evidence of compliance with this requirement, to the FAA or its designee, at the time of issue of the export certificate. If the applicant does not have some form of approval under the FAR, the FAA will verify the correctness of this information and will so notify [[the]] CAA by the appropriate means.

(3) On the basis of this evidence, the CAA will decide whether it is necessary to seek further information from the FAA and which, if any, of the procedures described in paragraphs (1) and (2) above shall be invoked.

SECTION 2 - SPECIAL REQUIREMENTS. The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any U.K. Special Conditions) for a particular product to be eligible for U.K. registration, certification and/or airworthiness validation.

A. All Aircraft.

* (1) **Statement of Build Standard.** This statement to include the aircraft specification, changes in design (as required by U.K. Special Conditions) and a list of Service Bulletins incorporated in production. The list of Service Bulletin incorporation is to identify:

- (i) Production versions of the Service Bulletins.
- (ii) Service Bulletin compliance.
- (iii) Alert Service Bulletin compliance.

(2) **Modification Standard.** This must include:

- (i) Customer options incorporated.
- (ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.
- (iii) Service Bulletin compliance.
- (iv) Alert Service Bulletin compliance.

(3) **Export Certificate of Airworthiness.** The U.S. Export Certificate of Airworthiness must list the status of compliance with U.K. Special Conditions including, by issue and date, those which have been complied with and those which have not. Accordingly, the following information should be noted on the U.S. Export Certificate of Airworthiness when issued for any aircraft to which the U.K. Special Conditions are applicable:

- (i) The date and issue number of the U.K. Special Condition which has been complied with.
- (ii) The list of Special Condition numbers which have been complied with.
- (iii) The list of Special Condition numbers which have not been complied with.
- (iv) List the operating hours accumulated of the aircraft engine(s) and propeller(s).

NOTE: Non-compliance with any U.K. Special Condition would not require a waiver from the U.K. nor preclude the issuance of a U.S. Export Certificate of Airworthiness since the U.K. is primarily concerned with the status of compliance.

(4) Airworthiness Directives. A declaration of compliance with all AD's issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated. There shall also be a declaration of compliance with CAA Additional Directives (available at FAA Aircraft Certification Offices).

* **(5)** A copy of the aircraft Type Certificate plus any applicable Supplemental Type Certificates (STC). The STC's will be subject to CAA evaluation if not previously investigated.

(6) A list of defects to be rectified by the U.K. operator at the time of issue of the Export Certificate of Airworthiness, if any.

(7) Engine/Airframe/Auxiliary Power Unit logbooks.

** **(8)** Seating configuration approval document, where appropriate.

*** **(9)** Maintenance Review Board program, where applicable.

(10) Time/Life limitations.

* **(11)** Electrical load analyses.

* **(12)** Minimum equipment list.

* **(13)** Wiring Diagram.

(14) Weight schedule and weighing report.

(15) Manuals:

Number Required

*	(i) Flight Manual or Pilot Operating Handbook.	4 (+1 for each aircraft)
*	(ii) Maintenance.	2
*	(iii) Operations.	2
*	(iv) Weight and Balance Loading Procedures.	1
*	(v) Overhaul.	2
*	(vi) Structural repair.	2
*	(vii) Component overhaul.	2
*	(viii) Engine maintenance and overhaul.	2
*	(ix) Standard practices.	2
*	(x) Nondestructive testing.	2

* (xi)	Structurally significant items.	1
(xii)	Maintenance planning guide.	1
* (xiii)	Parts Catalog.	2
(16)	Record of Compass System and Magnetic Compass Swings.	
(17)	Record of rigging checks.	
(18)	Detailed list of radio equipment constituting the radio station.	
(19)	Antenna performance patterns, when available.	
(20)	List of Serial Numbers of significant component parts, including serial numbers, which are not listed in (15)(xiii).	

B. Used Aircraft. In addition to the information referred to in Section 2, paragraph A, the following is also required for used aircraft:

** (1) The maintenance program to which these aircraft have previously been maintained including:

(i) Previous check cycle.

(ii) Future check cycle.

** (2) Component overhaul life summary, including details of service life remaining and modification standards.

** (3) Compliance with structural inspection program. This to include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTES:

* Required only with first aircraft of a particular type and model exported to U.K.

** Normally only required for aircraft over 2,730 kg (6,000 lbs.) in Transport Category.

*** Both of the foregoing apply.

C. Aircraft Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

D. Engines/Propellers.

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

- (2) Compliance with FAR 21 (Subpart L).
- (3) Statement of Service Bulletins complied with.

E. Engine/Propeller Parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21 (Subpart L).

F. Appliances (other than radios).

- (1) Airworthiness Approval Tag (FAA Form 8130-3). The registration number assigned by the U.K. as evidence of design approval must be quoted on the tag.
- (2) Compliance with FAR 21 (Subpart L).

G. Components.

- (1) Conformity Certification Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21 (Subpart L).
- (3) A statement of Service Bulletin compliance standard.

H. Radios.

- (1) Airworthiness Approval Tag (FAA Form 8130-3) with CAA approval number quoted (ref. Section B, Chapter B4-10 of British Civil Airworthiness Requirements (BCAR)).
- (2) Compliance with FAR 21 (Subpart L).

SECTION 3 - U.K. PROCEDURES FOR ACCEPTANCE OF APPLIANCES.

A. GENERAL.

(1) The CAA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag which has a CAA certification number quoted. For the purpose of this procedure, an appliance means any instrument, equipment, mechanism, apparatus, or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft, but is not part of an airframe, engine, or propeller, and includes replacement and modification parts therefor.

* (2) The procedures given in paragraph B below are acceptable in relation to those appliances for which CAA approval is required and which meet either of the following alternatives:

(i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) as published in FAR 21, Subpart O and FAR 21.305(b); or,

(ii) In lieu of approval under a Technical Standard Order, the appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of the applicant's specifications.

(3) In the case of an appliance which does not require specific approval by the CAA, but approval is implied by certification of the aircraft in which the appliance is installed, sufficient information shall be supplied to the user.

* **NOTE:** Specific CAA approval is required for those appliances which require approval under the Air Navigation Order or appliances on which airworthiness depends but for which the aircraft constructor does not undertake full responsibility.

B. PROCEDURE. The following procedures are based upon a system of registration of the design with the CAA. The CAA will expect to recover from the applicant all costs involved in the acceptance of the appliance, including fees, subsistence, and traveling.

(1) **The applicant for U.K. appliance registration or validation certification must submit the following documents for each appliance offered for certification:**

(i) CAA Form AD.70 (Attachment Enclosure 4) or letter requesting registration addressed to CAA, Aviation House, Gatwick RH6 OYR, with a copy to the appropriate FAA Aircraft Certification Office.

(ii) A supporting letter from the FAA to the CAA on the lines of Attachment (ref. example letter, Enclosure 3). This letter should be requested of the FAA office which issued the U.S. TSO Authorization.

(iii) A statement of the appropriate sections of FAR 21, Subpart O and FAR 21.305(b) with which the appliance complies; or, in cases not covered by FAR 21, Subpart O and FAR 21.305(b), a copy of the specification with which the appliance complies.

(iv) A general arrangement drawing and such descriptive information as will define the appliance sufficiently for the CAA to be able to determine any U.K. additional requirements defined in paragraph B(2). (Note: This may include physical examination of the appliance).

(v) A Declaration of Design and Performance, required by BCAR Chapter B4-8 or B4-10 as appropriate (ref. Enclosure 1).

(vi) Type test evidence showing conformance with FAR 21, Subpart O and FAR 21.305(b), or the specification with which the appliance complies when requested by the CAA.

(vii) A copy of each Maintenance, Overhaul, and Repair Manual and a copy of Service Bulletins and the Installation Manual where appropriate. Revision service must be provided.

(viii) A statement of conformance (ref. Enclosure 2) signed by the applicant.

(ix) A copy of the FAA letter of design approval for the particular appliance.

(2) **Notification of U.K. Additional Requirements.**

(i) After examination of the documentation required by paragraph B(1), the CAA will determine whether any U.K. additional requirement should be complied with in order to obtain CAA certification.

(ii) Such U.K. additional requirements will be kept to a minimum and will be those found necessary to:

(a) Provide a level of safety equivalent to that provided for by U.K. requirements and practice and as are necessary to comply with the Air Navigation Order.

(b) Cover features not otherwise covered by existing requirements and practices. (NOTE: This includes such matters as details of instrument presentation.)

(iii) In order to determine U.K. additional requirements, the CAA may ask for such failure analyses as are necessary to determine an equivalent level of safety.

(iv) In the event that U.K. additional requirements are deemed appropriate, the applicant and the FAA will be so advised. The applicant must then submit an amended Statement of Conformance additionally certifying that the prescribed U.K. additional requirements have been met. This statement must be accompanied by a letter from the FAA which certifies that FAA design approval for the particular appliance, including the prescribed U.K. additional requirements, has been granted.

(3) Registration.

(i) Upon CAA acceptance of the documentation required by paragraph B(1), and also when applicable, their receipt of satisfactory additional statements as required by paragraph B(2), the appliance will be registered by the CAA as being approved for use within the limitations of the Declaration of Design and Performance (DDP). The certification will only apply to the applicant, at his address at the time of certification.

(ii) The applicant will normally deal directly with the CAA throughout the certification process. The CAA will provide FAA with copies of correspondence relating to only U.K. additional requirements which they may impose and to the final acceptance of the items.

(4) Acceptance of Individual Appliances. Individual appliances of a type registered in accordance with this procedure will be accepted by the CAA on the basis of an Airworthiness Approval Tag (FAA Form 8130-3) issued by the FAA. The FAA certification may be made on behalf of the FAA by the applicant, if this authority has been delegated to the applicant by the FAA, and the FAA assumes full responsibility for the certification. The certification number issued by the CAA shall be quoted on the Airworthiness Approval Tag.

UNITED KINGDOM

ENCLOSURE 1 - (SEE EXAMPLES 1 AND 2)

DECLARATION OF DESIGN AND PERFORMANCE

(1) A standard form of Declaration of Design and Performance is given in British Standard 3G.100: Part 1, entitled, "Identifications and Declarations," and this will require to be adapted according to the nature of the equipment. The declaration shall contain the following information:

(i) Particulars identifying the equipment and its design standard and including reference to the specification(s) to which it is designed.

(ii) The rated performance of the equipment, either directly or by reference to other supplementary documents where necessary.

(iii) The degree of compliance with the requirements stating the issue number of the section concerned.

(iv) Reference to relevant test reports.

(v) Any limiting conditions applying to its use. This shall include limitations implicit in the design (e.g., working and ultimate pressure or loads, rating working and maximum voltage and current accuracy of instruments), declarations required by the governing specifications, and the ability of the equipment to work under various ambient conditions (e.g., acceleration, vibration, temperature, altitude, and humidity).

NOTE: For example, an item of electrical equipment may require the following information:

- (a)** Voltage range.
- (b)** Frequency range.
- (c)** Time rating and duty cycle.
- (d)** Altitude and temperature range appropriate to rating.
- (e)** Climatic test classification and waterproofness grade as defined in BS.3G.100.
- (f)** Vibration grading, acceleration class and grade, explosion-proofness category, fire resistance classification, compass safe distance, and whether radio-interference free.
- (g)** Minimum life or overhaul period in hours or cycles of operations.
- (h)** Restrictions in mounting attitude.
- (i)** Fluid resistance.
- (j)** Any departures from the governing specifications.

(2) The Declaration shall bear the following statement made and signed by the chief designer or his designated representative:

"I hereby certify that the information contained in this Declaration of Design and Performance is accurate.

Company Name Limited cannot accept responsibility for the satisfactory operation of equipment used outside the conditions given above without their agreement.

Signature, date "

UNITED KINGDOM

EXAMPLE 1 of ENCLOSURE 1 - RADIO EQUIPMENT

NAME AND ADDRESS
OF MANUFACTURER

D.D.P. NUMBER.
REVISION NO.
CAA VALIDATION CERTIFICATION REF. . .
(WILL BE ISSUED BY CAA)

DECLARATION OF DESIGN AND PERFORMANCE
OF
NAME OF EQUIPMENT

DESCRIPTION

Weight.

Overall Dimensions.

Design Specification Number.

Drawing Schedule Number.

Production Test Specification Number.

Modification Standard.

Wiring Diagram Number.

Installation Drawing Number.

Service and Instruction Manual Reference.

Approval Test Reports Ref. Nos.

Any Certificate of Declaration Bearing on this Approval.

LIMITING CONDITIONS OF USE:

Voltage Range: Power Requirements.

Frequency Range.

Ambient Temperature Range.

Climatic Grading.

Altitude Rating.

6/27/00

AC 21-2J
Appendix 2

Vibration Grade.

Acceleration Grade.

Radiated R.F. Interference.

Magnetic Effect.

Flameproofness.

Compass Safe Distance.

Endurance/Overhaul Period.

Mounting Attitude.

Departures from Specification.

Special Limitations.

Intended Use.

I hereby certify that

UNITED KINGDOM

EXAMPLE 2 of ENCLOSURE 1 - OTHER TYPES OF EQUIPMENT

NAME AND ADDRESS
OF MANUFACTURER

D.D.P.
REVISION NO.....
APPLIANCE REGISTRATION REF. . . .
(TO BE ISSUED BY CAA)

DECLARATION OF DESIGN AND PERFORMANCE
OF
NAME OF EQUIPMENT

DESCRIPTION

Overall Dimensions.

Design Specification No.

Production Test Specification No.

Modification Standard.

Drawing Schedule No.

Service and Instruction Manual.

Approval Test Reports.

Any Certificate of Declaration Bearing on this Approval.

Test Factor Used.

Degree of compliance with BCAR.

Limiting Conditions of Use.

Acceleration Grade.

Mounting Attitude.

Departures from Specifications.

Special Limitations I hereby certify that

Intended Use.

UNITED KINGDOM**ENCLOSURE 2 - STATEMENT OF CONFORMANCE****FIRM'S NAME AND ADDRESS**

Nomenclature of appliance. This must include identifying part number which will mean that this particular part number will always conform to the declared state at time of registration.

I certify that:

(1) The above-named appliance meets either the requirements of:

(a) U.S. TSO # _____ (Reference FAR 21, Subpart O and . . FAR 21.305(b));
or

(b) Specification # _____, with the following exceptions (if any) _____.

(2) The appliance has been accepted by the FAA as meeting the relevant airworthiness requirements of FAR . . . or

(3) The Additional Requirements of CAA letter dated . . . , have been met and that*

(4) The appliance will be manufactured under the quality control system specified in FAR 21.143, and

(5) The CAA will continue to be advised of any modifications affecting the airworthiness of the appliance.

Signed

For

(Name of firm)

*Not required at initial submission. Only required when the applicant has been notified of any Additional Requirements in accordance with Section 3, paragraph B(2).

UNITED KINGDOM

ENCLOSURE 3

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO

DESIGN AND MANUFACTURING STANDARDS DIVISION **EXAMPLE FAA LETTER**
CIVIL AVIATION AUTHORITY
AVIATION HOUSE
GATWICK RH6 OYR
ENGLAND

Dear Sir:

The Bennett Corporation has requested our assistance in obtaining United Kingdom import acceptance of their Altimeter Model #7, Series 725 under the terms of the bilateral airworthiness agreement between the United States of America and the United Kingdom of Great Britain and Northern Ireland relating to the reciprocal acceptance of airworthiness certifications.

We would advise you that we have accepted The Bennett Corporation certification that their Altimeter Model #7, Series 725 complies with the performance standards of U.S. TSO 737b (ref. FAR 21.305(b)) and FAR 21, Subpart O).

Appliances of this approved design will be manufactured under Federal Aviation Administration (FAA) quality control surveillance in accordance with FAA Technical Standard Order (TSO) Authorizations granted on June 26, 1979, and July 8, 1979. A copy of each TSO Authorization is enclosed for your information. Appliances manufactured under these TSO Authorizations will be marked in accordance with FAR 21, Subpart O and paragraph (b) of TSO 737b (ref. FAR 21.305(b)).

In addition, these appliances will be accompanied by an FAA airworthiness approval when exported to the U.K. These approvals will be issued by a representative of the FAA in the form of an Airworthiness Approval Tag, FAA Form 8130-3 (formerly FAA Form 186) in accordance with FAR 21.325(a)(2).

Please advise if any additional requirements must be met and if any additional data are needed for your acceptance. Otherwise, if you find this information sufficient, we would appreciate your confirmation that these appliances will be accepted by the U.K. when accompanied by an FAA Airworthiness Approval Tag.

UNITED KINGDOM**Enclosure 4****Civil Aviation Authority****Safety Regulation Group**

FOR CAA USE ONLY. FILE REFERENCE NO.:-

APPLICATION FOR APPROVAL OF, OR MODIFICATION TO, EQUIPMENT IN ACCORDANCE WITH BCAR CHAPTERS A4-8, A4-10, B4-8 OR B4-10?

Name and Address of Applicant		Name and Address of Manufacturer (if different from Applicant)	
State whether Initial Approval or Modification		Full Title of Equipment	
Type/Model No.	Part No.	Declaration of Design and Performance No.	
Brief Description of Equipment, or of Modification			
INITIAL APPROVAL - State whether the Maintenance, Overhaul and Repair Manuals are prepared and ready for use.		MODIFICATION - Describe briefly any complementary amendment necessary to the Maintenance, Overhaul and Repair Manual: otherwise state 'Not Affected'.	
FOR CAA USE ONLY Internal Reference No.:		I/We hereby apply for approval of the above Equipment/Modification in accordance with British Civil Airworthiness Requirements, Chapter A4-8, A4-10, B4-8 or B4-10.	
Cheq./PO/Cash/MO		I/We enclose herewith the amount which is required by the current CAA Airworthiness Scheme of Charges (reviewed in April annually) to be paid on application. I/We agree to pay any further charges in connection with this application, in accordance with the said Scheme of Charges, which may be notified to me by CAA.	
£ mbed MSDraw * mergeformat 			
Rec'd by mbed MSDraw * mergeformat 			
Date mbed MSDraw * mergeformat 			
Ref. mbed MSDraw * mergeformat 			
Approval Recommended		Signed	
Date		Date	

NOTE: This form, when completed, should be forwarded to the Civil Aviation Authority, Safety Regulation Group, Aviation House, South Area, Gatwick Airport, Gatwick, West Sussex, RH6 OYR.

REPUBLIC OF ZAMBIA - SPECIAL REQUIREMENTS

(August 29, 1994)

1. GENERAL.

a. Any aircraft to be eligible for the issue of a Certificate of Registration issued by the Government of the Republic of Zambia must qualify for certification in the United States of America in the standard or restricted category, and an Export Certificate of Airworthiness, FAA Form 8130-4, should have been issued in accordance with Part 21 of the United States Federal Aviation Regulations.

b. Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant section of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3, is acceptable.

c. If the aircraft is to be entered on the Zambia Register of Civil Aircraft prior to departure from the United States of America, the importer will make application to the Zambian Department of Civil Aviation for the necessary Certificate of Registration, Permit to Fly and Radio Station License, which must be carried during the delivery flight.

d. Inquiries should be addressed to the Department of Civil Aviation, P.O. Box 50137, 15101 Lusaka, Zambia, marked for the attention of the Chief Aircraft Inspector.

2. AIRCRAFT FIRST OF THE TYPE TO BE REGISTERED IN THE REPUBLIC OF ZAMBIA. The following documents and data are required:

- a. Complete set of maintenance and overhaul manuals, and parts catalogs, for:
- (1) Airplane.
 - (2) Engines(s).
 - (3) Propeller(s).
 - (4) Any equipment not already installed in an aircraft on the Zambian Register of Civil Aircraft.
- b. Full set of Service Bulletins, Letters, and Modification Leaflets issued by the manufacturers in respect of the airframe, engine(s), propeller(s), and installed equipment.
- c. A copy of the Type Certificate, if not already held by the Department.
- d. Three copies of the flight manual for the aircraft.
- e. One copy of the production flight test report issued by the manufacturer.

3. EACH AIRCRAFT FOR WHICH A ZAMBIAN CERTIFICATE OF AIRWORTHINESS IS TO BE REQUESTED. The following documentation is required:

- a. A statement, signed by an official representative of the manufacturers, showing that all mandatory modifications and special inspections have been complied with.
- b. The Export Certificate of Airworthiness, FAA Form 8130-4.
- c. Two copies of the Approved Flight Manual.
- d. Two copies of the Weight and Balance report showing the weights and arms of the main components and a list of installed equipment.

REPUBLIC OF ZIMBABWE - SPECIAL REQUIREMENTS

(August 7, 1987)

1. Aircraft and other Class I products are eligible for export to Zimbabwe when, in addition to the export airworthiness approval requirements in Part 21 of the United States Federal Aviation Regulations, they also comply with the requirements contained herein.

a. When the aircraft is exported (1) direct to Zimbabwe, or (2) to Zimbabwe after assembly in another state by the manufacturers agents or on behalf of the manufacturers representative in that state, the Director of Civil Aviation, P.O. Box 8013, Causeway, Salisbury, Zimbabwe, shall be furnished with the following:

- (i) An Export Certificate of Airworthiness, FAA Form 8130-4.
- (ii) Properly certified aircraft, engine, and propeller logbooks or equivalent historical records showing total time operated.
- (iii) A certified statement that all FAA mandatory directives have been complied with.
- (iv) A copy of the manufacturers production flight test report for the aircraft being exported and, in addition, where the aircraft was assembled per paragraph a(2) above, all documentation for the assembly and flight testing of the aircraft.
- (v) One copy of the aircraft flight manual and a copy of the weight and balance report when such documents would be required for the issuance of an airworthiness certificate in the standard classification for an aircraft of United States registry.

b. If the aircraft is the first of a type to be exported to Zimbabwe, in addition to the requirements described in paragraph a, the following shall be furnished with the new model aircraft:

- (1) One copy of the Type Flight Test Report. The flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained therein shall be corrected to standard atmospheric conditions.
- (2) A spare parts catalog for the aircraft, aircraft engine(s), propeller(s), and any other major auxiliary equipment installed.
- (3) Two copies of each operating, maintenance, overhaul, and repair manuals for the aircraft, aircraft engine, propeller, and equipment installed.
- (4) A general arrangement drawing of the aircraft.

c. Class II and Class III products, to be eligible for export to Zimbabwe, must be processed in accordance with the applicable provisions in Part 21 of the Federal Aviation Regulations.